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Report of: Road Safety Action Plan
Report to: Transport and Regeneration Committee
Date of Decision: March 2024
Subject: Acceptance of the Road Safety Plan

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report/part of the report and/or appendices and complete below:-				

Purpose of Report:

To seek approval for the Road Safety Action Plan 2024-2029.

Recommendations:

The Transport, Regeneration, and Climate Policy Committee is recommended to:

- a) Endorse the progression of the *points and actions in the Road Safety Action Plan 2024 – 2029 – Action List*, within the *Road Safety Action Plan*, and,
- b) Note that any actions requiring future approval by the committee will be reported back to the committee at a future date..

Background Papers:

- *Road Safety Action Plan 2024-2029*
- *Appendix One - Local Safety Schemes*

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Adrian Hart
		Legal: Victoria Clayton and Richard Cannon
		Equalities & Consultation: Ed Saxton
		Climate: Laura Ellendale
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	SLB member who approved submission:	<i>n/a</i>
3	Relevant Policy Committee	<i>Transport and Regeneration</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Tracy Hendry</i>	Job Title: <i>Road Safety Manager</i>
	Date: <i>06/03/24</i>	

1. PROPOSAL

- 1.1. Making Sheffield roads safer for all users is an important part of the Council's role. Road traffic collisions (RTCs) remain one of the main causes of serious injury and death in Sheffield and according to the World Health Organisation are the leading cause of death for children and young adults aged 5 to 29 years old. Road traffic collisions can result in significant pain, grief, and trauma to all those involved. They can also incur a large economic cost to society and can result in severe congestion on the surrounding road network.
- 1.2. The Department for Transport (DfT) estimates that the total worth of preventing RTCs in Great Britain in 2022 was circa £43.2 billion with this equating to a sum of £126.2m in the City of Sheffield alone.
- 1.3. Striving for the delivery of a safer road network is essential in providing Sheffield City residents and visitors with safer and more sustainable access to the services and facilities they need to enjoy a good quality of life. The current economic climate has put pressure on our services; however, the Council cannot be complacent in delivering Road Safety measures over the forthcoming years.
- 1.4. Our aim is for a Vision Zero approach to road safety management and is based on the belief that no death or serious injury is acceptable on Sheffield's roads.**
- 1.5. Whilst we want to achieve our Vision Zero aim in the shortest possible time this action plan acknowledges the significant challenge that will be faced to achieve it. We have therefore set an interim target of 50by30 - a 50% reduction in Killed and Serious Injuries (KSIs) by 2030 to measure our progress against.
- 1.6. We aim to do this by employing the Safe Systems approach – this is a human centred approach that believes that every road death or serious injury is preventable.
- 1.7. The Safe System approach is built upon two basic facts about people. People make mistakes and will do on the roads. People are vulnerable to being killed or seriously injured if they are involved in a crash.

The Safe System [approach] seeks to design these two facts out of the equation. This means that all elements of the road system need to work together as one to minimise the chance of a collision, or, if a collision does take place, to prevent death or serious injury from occurring. There are 5 Pillars to the Safe System approach:

- **Safe Users:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted interventions, enforcement, marketing campaigns, education programs, and safety training.

- Safe Roads: Designing an environment that is forgiving of mistakes, by removing vehicular traffic wherever possible and ensuring safety is embedded within all scheme designs.
- Safe speeds: Encouraging appropriate speed for a busy and populated city.
- Safe vehicles: Reducing risk posed by the most dangerous vehicles.
- Post-collision response: Developing systematic information sharing and learning from collisions that have happened.

1.8. In an environment where resources are limited, this strategy sets out how we will improve the effectiveness of the delivery of education, training, publicity, and engineering road safety measures, as well as setting out our aims of expanding and adapting to a targeted approach. This action plan seeks to align and support the outcomes of the new Sheffield Transport Vision, Sheffield's Transport Plan, the upcoming South Yorkshire Local Transport Plan (LTP4), South Yorkshire Safer Roads Partnership's Strategy, Sheffield's Climate Strategies and the DfT wider strategy for road safety.

1.9. This plan seeks to set out the specific outcomes and objectives, along with the actions that we will deliver in the City. Acting in line with the Safe System approach will require us to work in partnership with key stakeholders including the South Yorkshire Safer Roads Partnership, South Yorkshire Police (SYP), South Yorkshire Fire and Rescue, Public Health, South Yorkshire Mayoral Combined Authority, key institutions including our universities, businesses, and our communities.

1.10. The following action plan will be key in guiding the delivery of road safety within Sheffield, outlining, and supporting the visions, key goals, and approach to help make our roads safer.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1. The Road Safety Action Plan aligns with the council's priorities and supports the objectives as set out in the Sheffield's Transport Plan:

- Improve Road Safety
- Healthy lives and well-being for all
- Clean Economic growth
- Encouragement of more travel by active modes (walking and cycling) and public transport (tram and bus).
- Integrate with other portfolio objectives.

3. HAS THERE BEEN ANY CONSULTATION?

We have conducted a survey on Have You Say. We want anyone who lives, works, and visits Sheffield to be able to tell us what they think about our city and proposed projects, Have Your Say Sheffield enables us to do

this by providing SCC with a platform to conduct online surveys. The Road Safety Action Plan quick poll survey showed overall that Sheffield City Council should be prioritising Road Safety, and 58% supported a Safer Systems Approach.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1. Equality Implications

4.2. It is considered that the project will provide positive implications for protected characteristics and well-being as listed. The objective is to ultimately increase the level of safety, mobility, and accessibility whilst improving health by supporting more active travel movements. This will be fully looked at through the procurement procedures.

4.3. Financial and Commercial Implications

4.4. The figures in the Road Safety Action Plan 2024-2029 will be contained within existing financial resources.

4.5. Legal Implications

4.6. The Council is the local highway authority and through this action plan recognises its responsibilities regarding road traffic, safety management and is working to create a safe road traffic system within which no-one who uses the roads will suffer death or serious injury.

4.7. The Council has a statutory duty to prepare and carry out a programme of measures designed to promote road safety pursuant to the Road Traffic Act 1988, Section 39. Further to this duty, the Council must also carry out studies into accidents arising out of the use of vehicles and take such measures as appear appropriate to prevent such accidents, including:

- the dissemination of information and advice relating to the use of roads
- the giving of practical training to road users of any class or description of road users
- the construction, improvement, maintenance or repair of roads for which it is responsible
- other measures taken in exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.

The proposal described in this report is deemed to fulfil this duty.

4.8. The Transport Act 2000 ("the 2000 Act") places a duty on local authorities to develop policies which will create a safe, efficient, integrated, and economic transport system that meets the needs of persons living or working within the city.

4.9. The Council is also under a duty contained in section 16 of the Traffic Management Act 2004 (“the 2004 Act”) to manage its road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network.

4.10. Climate Implications

4.11. Transport has an important role to play in tackling the climate emergency. This project aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan and support local policy. This includes promoting public transport and encouraging modal shifts for short journeys by providing a safe high-quality active travel capability.

5. Other Implications

5.1. There are no direct Human Resource implications for the council.

5.2. There are no direct property-related implications for the council

5.3. The recommendations have no negative immediate impact on public health but have the potential to be positive given the project's objective to improve road safety and active travel.

6. ALTERNATIVE OPTIONS CONSIDERED

6.1. 'Do nothing' has been considered but is not deemed appropriate as Sheffield needs a Road Safety Action Plan.

7. REASONS FOR RECOMMENDATIONS

7.1. The expected benefits from the action plan are focused on road safety – to reduce the opportunities for road traffic collisions resulting in injury. This aligns with Sheffield and South Yorkshire's joint aim of Vision Zero.

7.2. Further expected benefits from the measures outlined in the action plan are an increase in safety, perception of safety, and improving health by supporting safe active travel movements.

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SHEFFIELD CITY COUNCIL ROAD SAFETY ACTION PLAN

2024-2029

Sheffield City Council – Road Safety Action Plan

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Foreword

Behind every statistic, there is a family or loved one, torn apart by pain and grief. These numbers are about people - whether they are motorcyclists, pedestrians, drivers, or cyclists – people who have set off on a journey and in some cases, never come home.

We as a community all have the power to change this. By travelling to the speed limit, putting away our mobile phones, taking extra time at junctions and safely passing cyclists, we can stop people being killed or seriously hurt on our roads.

In 2022, a total of 306 people were killed or seriously injured (KSIs) in a Sheffield collision – an increase of 30 per cent compared to 2021. When including slight injuries, the overall number of casualties was 979, a 2.2per cent increase. However, when comparing Sheffield data to 2019, KSIs and all reported injuries have reduced at a rate above the national average. Whilst comparing the data with pre-pandemic levels, we can see that the numbers are reducing, much more needs to be done.

The lasting damage caused by road collisions can be greatly reduced by adopting the Safe System approach; making vehicles safer, making roads safer, reducing speeding and having an improved response when collisions happen.

Last year, South Yorkshire Safer Roads Partnership (SYSRP) committed to Vision Zero - an international aspiration to end all deaths and serious injuries on our roads. To achieve this vision in Sheffield, we will continue to work with our partners and develop and invest in our education, engineering, and enforcement programmes to ensure we are making our transport system safer for everyone. Mistakes will always happen – we are only human – but if our speed is appropriate, we're not distracted, our vehicles are safe, and our roads are well maintained and engineered then we've got the best possible chance of avoiding serious injury should a collision occur.

Our Road Safety Action Plan sets out how we will make Sheffield roads safer for everyone and what steps we will take to achieve this.



Councillor Ben Miskell
Chair of Transport, Regeneration and Climate policy committee

Sheffield City Council Aims

Making Sheffield roads safer for all users is an important part of the Council's role. Road traffic collisions (RTCs) remain one of the main causes of serious injury and death in Sheffield and according to the World Health Organisation are the leading cause of death for children and young adults aged 5 to 29 years old. Road traffic collisions can result in significant pain, grief, and trauma to all those involved. They can also incur a large economic cost to society and can result in severe congestion on the surrounding road network.

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Whilst we want to achieve our Vision Zero aim in the shortest possible time this action plan acknowledges the significant challenge that will be faced to achieve it. We have therefore set an interim target of 50by30 - a 50% reduction in Killed and Serious Injuries (KSIs) by 2030 to measure our progress against.

We aim to do this by employing the Safe Systems approach – this is a human centred approach that believes that every road death or serious injury is preventable.

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Be Data Led

If we are going to significantly reduce the number of people killed and injured on our roads it is essential that we understand the key causes, locations, and influences on how, why, and where the risk and incidence of RTCs are currently occurring, and where our resources to address this should be prioritised.

It is therefore essential that we have evidence-led approaches to inform our actions.

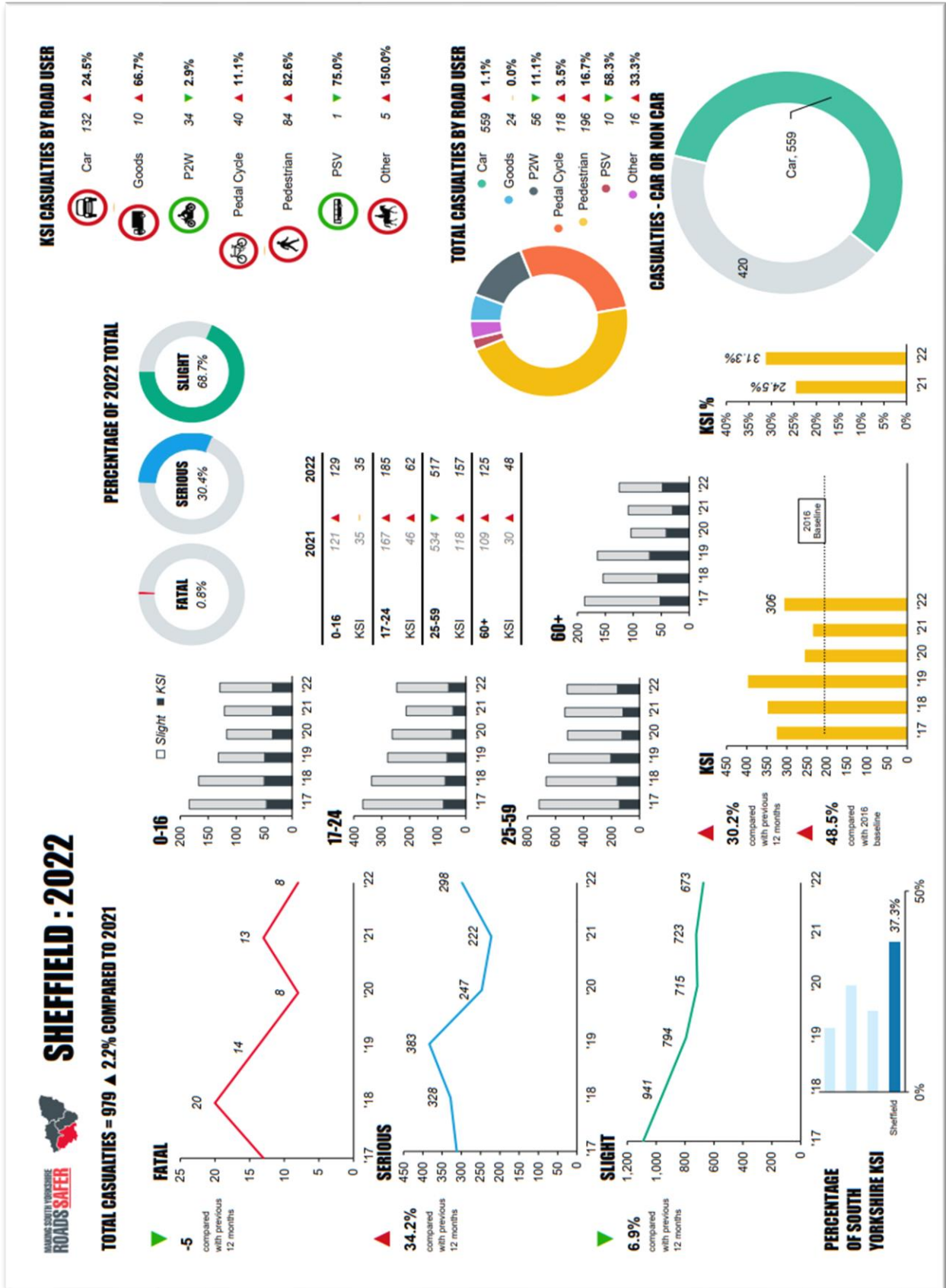
Analysis of Collisions and Casualties

In 2016 SYP adopted a new data collection tool called CRASH (Collision Recording and Sharing). This method of data capture is automated and takes the onus away from the Police Officer on defining the severity of a casualty injury in any given collision that has such an outcome. The officer enters several descriptions of the RTC in the system and the system then defines whether this is fatal, serious, or slight.

This method uses what is called an “injury-based recording system” and has led to Police Forces that use the CRASH system, as is the case in South Yorkshire, to record higher incidences of serious casualties than prior to its adoption. Our analysis will only include data post 2016 to ensure consistency to the period during which SYP have used the CRASH system.

The data captured by Police Forces is then all merged into a national database and checked and agreed annually by the DfT with the respective Force, then published in a document called Road Collisions Great Britain. This data is, and will continue to be, the core dataset that we use to inform our analysis of collisions that result in casualties in Sheffield.

Our priorities will be identified using proactive analysis of the data to highlight the where, what and who are involved in the RTCs that occur on the roads in Sheffield. Thus, allowing the targeting of specific demographics and geographic areas across the city where it would be most effective to provide road safety activity and in what form. This is called the “worst first” approach.



Data Overview for Sheffield from 2017 to 2022

The above summary sheet shows that there has been a general decline in casualties overall in Sheffield and that all totals for fatal, serious, and slight are below the pre COVID levels experienced in 2019. However, serious injury collisions have started rising in 2022, when compared to 2021, with only collisions involving Powered Two Wheel (P2W) vehicles (e.g. motorbikes, motor scooters) and Public Service Vehicles (PSV) (e.g. buses) experiencing a reduction.

When looking at this data set in terms of traffic volumes, we recently undertook a review of traffic performance associated with the Clean Air Zone, we have looked at a range of national and local traffic flow and volume data both to determine and evaluate the longer-term trends and any potential effects of the Clean Air Zone. This is included in a report to the TRC Committee in [December 2023](#)¹.

The following presents a summary of the findings:

- Traffic volumes reduced significantly during the COVID 19 pandemic, and travel behaviour changed. Post the pandemic, changes in traffic flow and travel behaviour patterns are still being observed and these may become longer term changes in response to hybrid working / working from home, reduced bus patronage and increased home delivery options.
- Nationally between June 2022 and July 2023 overall road traffic volumes have increased and are close to pre-covid usage levels, recovery across public transport is slower.
- Nationally LGV usage has increased by 4.5% nationally and car usage has increased 3.2% nationally, this could reflect increased home deliveries combined with the reduction in bus and train patronage and other post-COVID travel behaviour changes.

The trend of increased number of collisions that result in serious injury in 2022 is therefore against the backdrop of an increase in traffic flows.

Action: Using the 3-year pre-COVID period of 2017 to 2019 there were an average of 357 KSI casualties of all types in Sheffield. To align with the ambitious target of 50by30 set in the SYSRP Strategy – SCC will adopt an interim target to reduce KSIs to no more than 179 KSI's of all types by the year 2030.

¹ [\(Public Pack\)Item 12 Clean Air Zone - 6 month review Agenda Supplement for Transport, Regeneration and Climate Policy Committee, 11/12/2023 14:00 \(sheffield.gov.uk\)](#)

Data Context – Highlighting Problems and Issues

To identify the “where, what and who” of the RTC CRASH dataset further initial analysis has been undertaken using a 3-step approach as follows:

- Step 1 – Identify the user group types and age groups that have been most at risk over the last 5-year period (2018 to 2022)
- Step 2 - Assess the data from home postcodes of drivers and road user groups highlighted in Step 1 to address issues around deprivation and the need to understand if this is an issue in different parts of the City.
- Step 3 – Undertake an “in depth” review of groups highlighted in Step 1.

This is presented in greater detail below:

Step 1: A “Heat map” was developed, this used KSI numbers and head of population for each age and user group to highlight those people that are most often injured in road collisions. The data used is from 2018 to 2022 and includes the period covered by COVID in early 2020 through to 2021.

The data points to the following areas of concern:

- Pedestrian casualties have the biggest peak between the ages of 12 and 17 but start to feature in the data from the age of 10 and consistently feature in the pedestrian category until the early 20’s.
- Pedal cycle casualties have the biggest peak from ages 12 to 19 and smaller peaks through the mid to late 30’s through to early 50’s.
- Powered two-wheeler users show the biggest peak from 16-18 years and a smaller peak 19-25 and then a spike in the mid-30s.
- Car drivers show the biggest peak from 18-34 years with a further peak in the early 40s age group.
- Car passengers show the biggest peak from 16-20 years.
- Car drivers show the biggest peak from 18-34 years but are consistently high in older years age groups too.

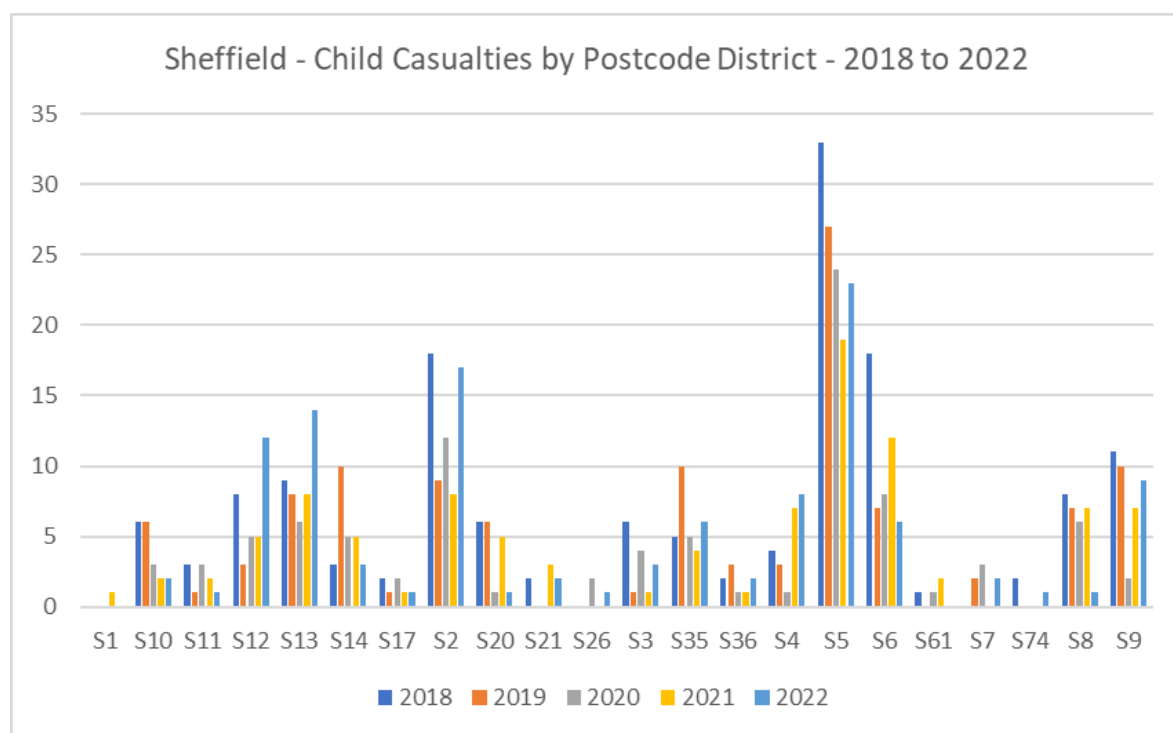
Step 2: Data at a national level show that people in poorer communities often suffer a greater burden of road traffic injuries than those in more affluent areas. By prioritising our delivery in the areas with the highest casualty rates, again using the worst-first approach, our work also contributes towards reducing these health inequalities.

To inform our analysis and shape our priorities this demographic information would be invaluable. Unfortunately, since the adoption of the CRASH system by SYP there has been a large gap in the available data provided to SCC, with some 50% of all postcode data are missing and this therefore makes this analysis very difficult.

This gap was identified in a report published by Agilysis in 2021 which looked at “risk” to residents in all the SY districts.

At a national level, 12% of the DfT data doesn't include Index of Multiple Deprivation (IMD). For Sheffield, 56% of the IMD data is missing. The disproportionate amount of missing IMD data for Sheffield casualties could be hiding or exaggerating a trend. This is worrying and needs to be addressed by ensuring the Post Code data of those people involved in RTCs is collected by SYP and made available for analysis. This process should also revisit the older data and see if this can be corrected and thus better used in this ongoing analysis.

As an initial indicator data can be viewed on a postal district level, for instance S5 or S10. Below is an example of this:



Whilst not giving the ability to undertake a detailed demographic analysis, it gives a very good indication as to where the people involved in the collisions live and can be used to direct any initiatives or prioritisation for funding that comes from the work programmes being formulated within this document.

Action: Review postcode data with DfT and SYP to correct old data and ensure that future data is correct to enable availability of accurate demographic information.

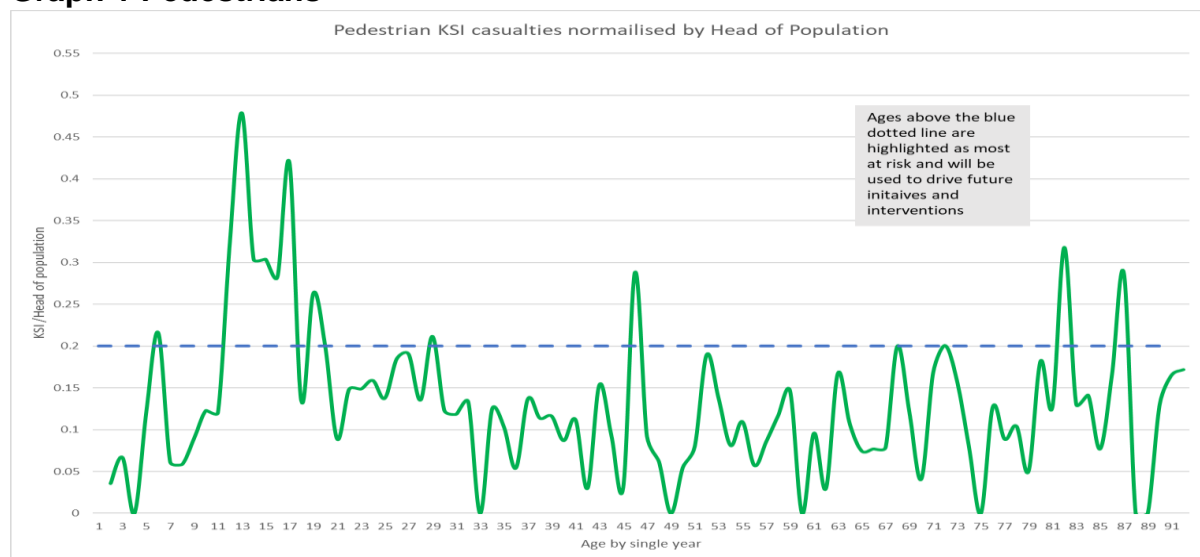
Step 3: Based on the initial assessments begin a detailed analysis of the data gathered in Steps 1 and 2 to get a better focus on the education, training, and publicity (ETP) activity on the age groups below:

1. Pedestrian casualties have the biggest peak between the ages of 12 and 17 but start to feature in the data from the age of 10 and consistently feature in the pedestrian category until the early 20's.

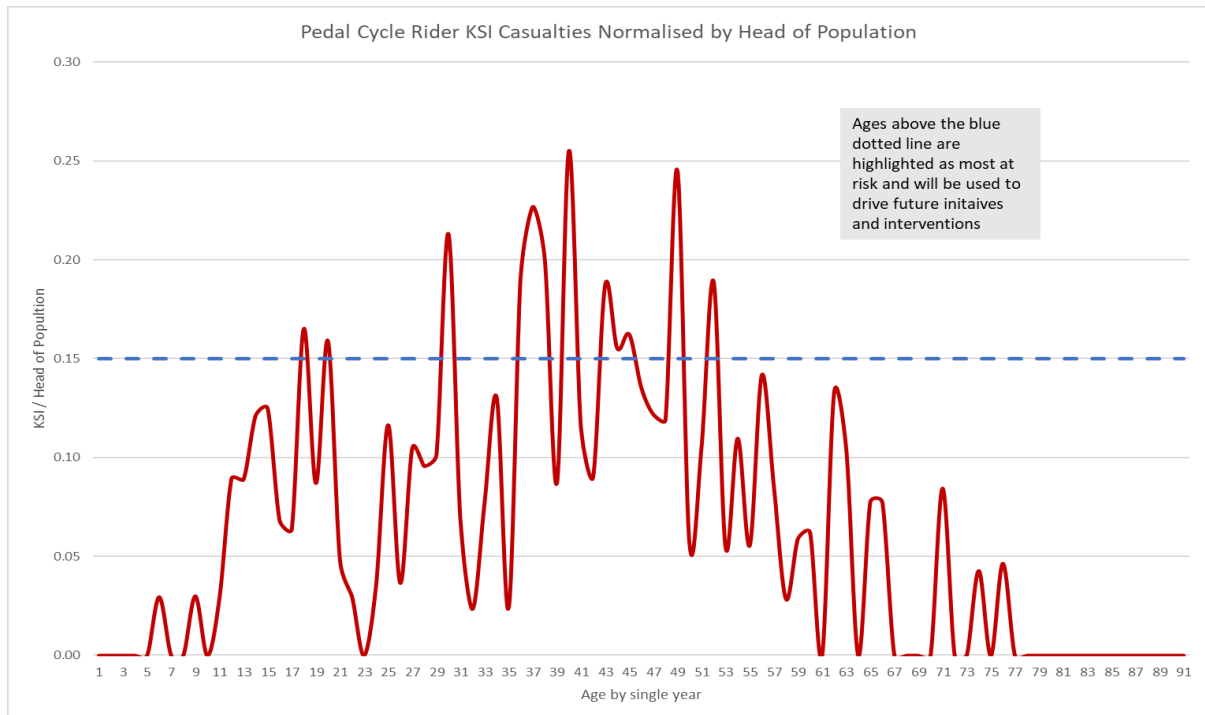
2. Pedal cycle casualties have the biggest peak from ages 12 to 19 and a smaller peak through the mid to late 30's through to early 50's.
3. Powered two-wheeler users show the biggest peak from 16-18 years and a smaller peak 19-25 and then spike in the mid-30s;
4. Car drivers show the biggest peak from 18-34 years with a further peak in the early 40s age group.
5. Car passengers show the biggest peak from 16-20 years.

The graphs below numbered 1 to 5, highlight the peaks in the afore mentioned data generated by the initial heat map, a deeper dive into these results will be carried out in each category to enable specific targeted interventions related to ETP opportunities and more detailed programmes to be drawn up on completion of this initial process of getting the Road Safety Plan agreed.

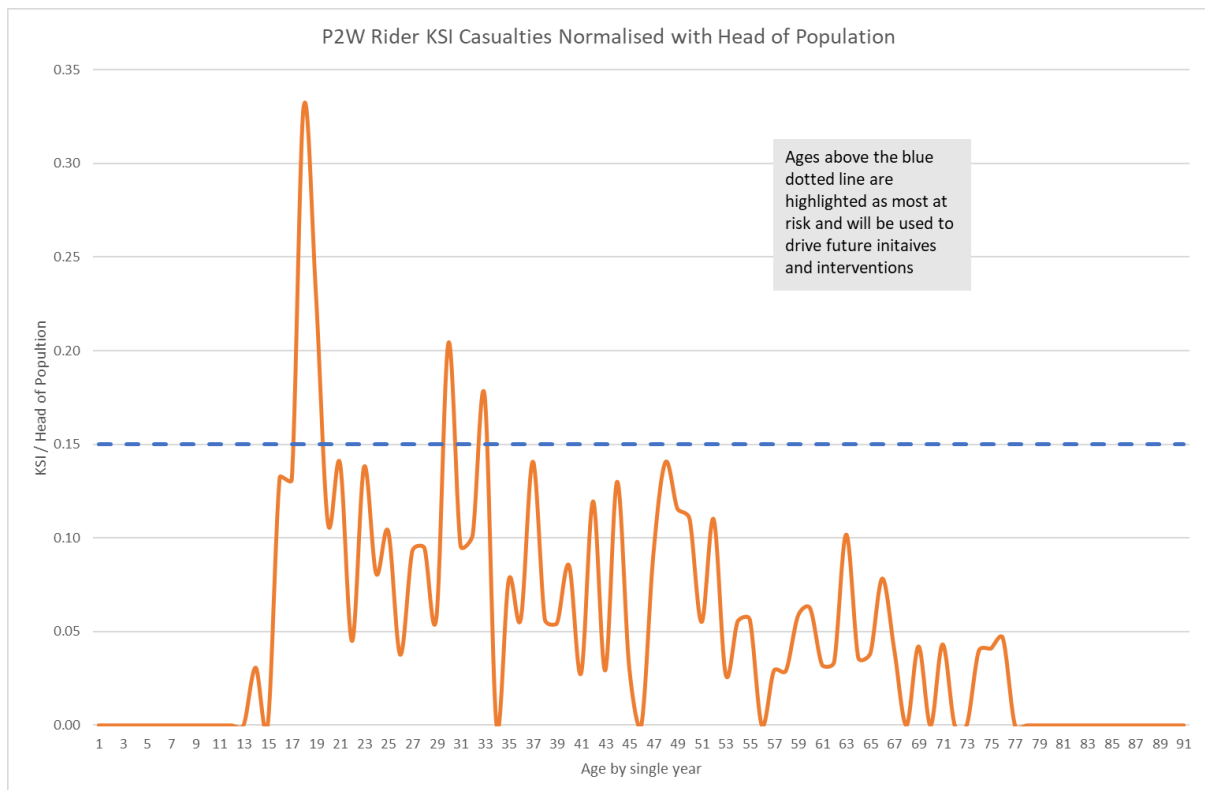
Graph 1 Pedestrians



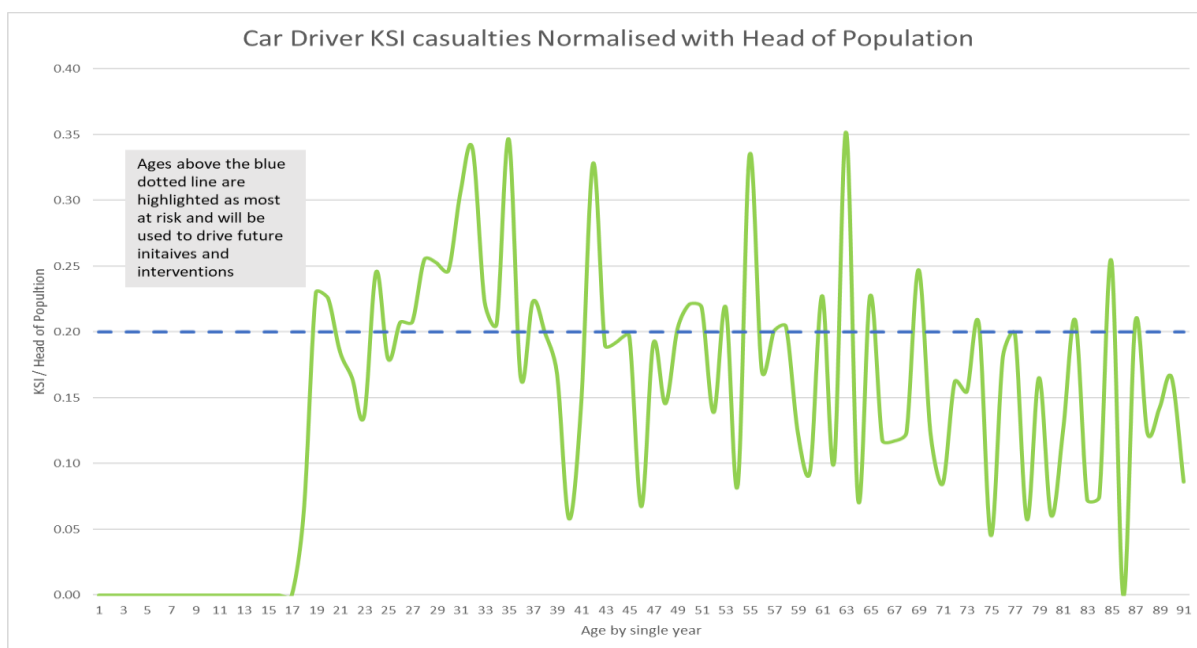
Graph 2 Pedal Cycles



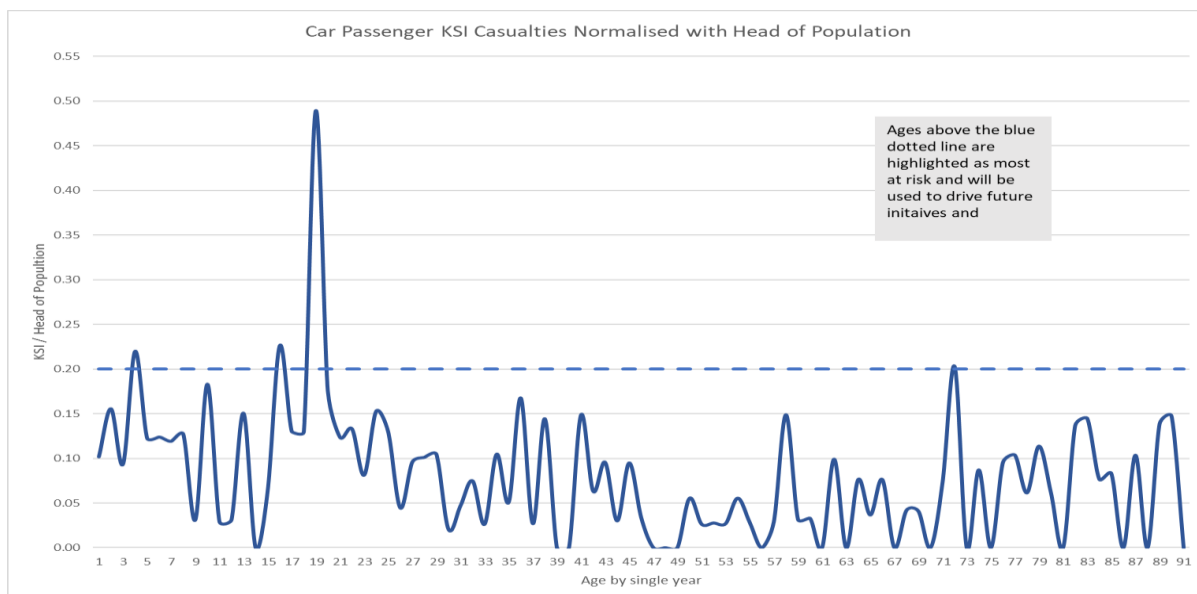
Graph 3 Powered 2 Wheelers



Graph 4 Car Drivers



Graph 5 Car Passengers



Action: A deeper dive into these results will be carried out in each category to enable specific targeted interventions related to ETP opportunities and more detailed programmes to be drawn up on completion of this initial process of getting the RS Plan agreed.

Making a Worthwhile Comparison Between Core Cities and Other Metropolitan Boroughs

It is often difficult to make worthwhile comparisons between different locations in Great Britain in relation to collision rates and risk. This is due to the many factors that make up each separate city or town and depends on things like demographics, population, road network, types of industry and KSI reporting systems and methods.

However, there are often comparisons made between what are known as the “Core Cities”, this includes Sheffield and the following locations around England:

Leeds, Manchester, Birmingham, Newcastle, Liverpool, Bristol and Nottingham.

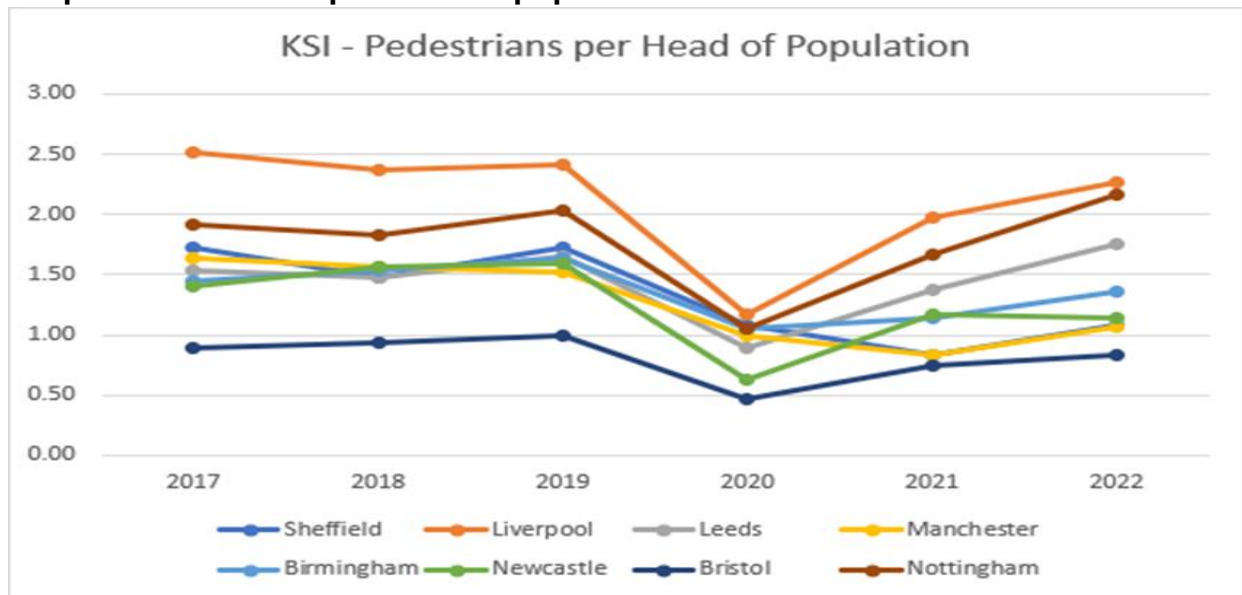
The following graphs 6 and 7 look at the KSI rates / head of population in the Core Cities in two categories of injury collision.

a) pedestrians and

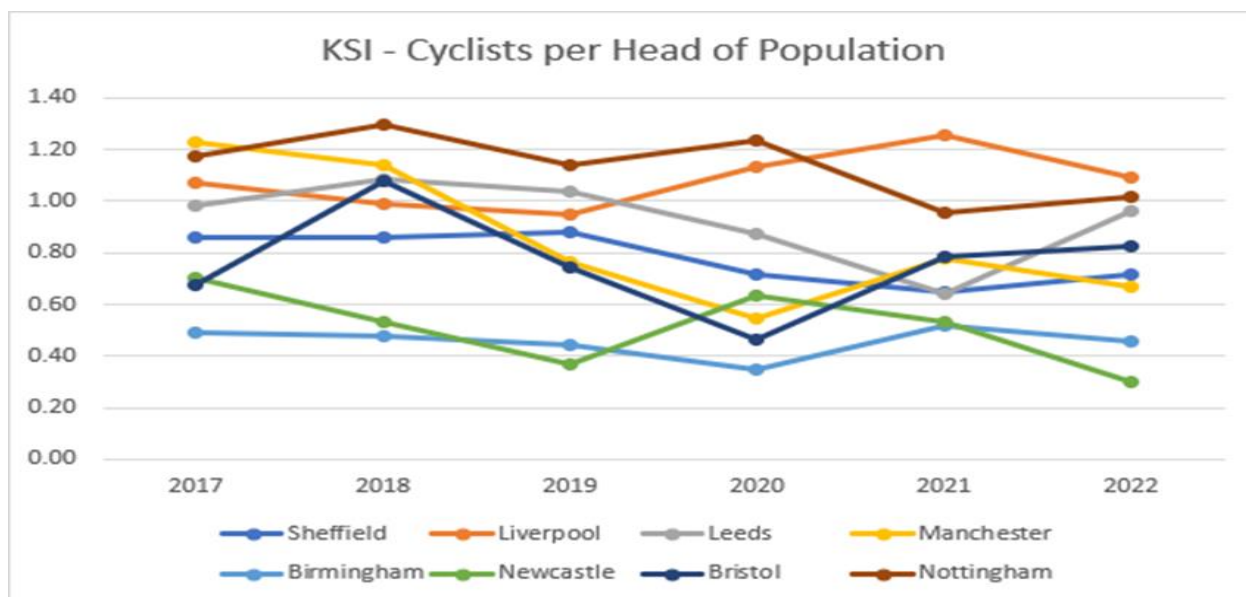
b) cyclists

using the overall KSI for the Metropolitan City area and the 0 to 99 population numbers based on the 2021 census data estimates provided by ONS.

Graph 6 Pedestrians per Head of population



Graph 7 Cyclists per Head of population



These datasets highlight that whilst Sheffield has still some work to do to be the best performing Core City in these two categories, it is by no means the worst performing either being ranked 3rd best in terms of pedestrian rates and 4th best in the cycling category when using the data from 2022 from the 8 Core Cities.

Looking further afield at the Metropolitan Boroughs

Another source of analysis on a national level is the Local Government Inform (LGI) website which publishes a yearly statistic relating to child (aged 0 to 15) KSI casualties and the population of that age group, to give a normalised rate for a variety of “like” Local Authority areas in England.

Correctly interpreting Child KSI numbers

The LGI interpretation of the data places Sheffield as 6 highest when compared to the other Metropolitan Boroughs in England. This clearly highlights the need for continued action to address the road safety of children in the city.

However, it should be noted that the LGI have chosen to use “unadjusted” KSI data for those areas which have not yet adopted CRASH as the data capture system by their respective Police Force area. As highlighted earlier in the action plan the CRASH system has been identified to result in higher incidences of serious injury reporting as the choice of casualty classification is automatically applied through the system and not a decision for the officer attending. Much work has been done by the ONS to provide “adjusted” data for the areas that have not adopted CRASH yet, but this has not been used in LGI’s calculations, thus leading to comparisons between two different outputs.

If the adjusted data is used Sheffield would be ranked 10th, this would also have some bearing on mean data and reduce the difference for Sheffield when using this metric too.

Whilst reducing child casualties must continue to be a priority, recent reports that Sheffield has the worst road safety for children in the country does not reflect the current actual position when comparing like data.

The following table looks at the period 2017 to 2022 data, as a 3-year average using KSI and per 10,000 head of population of children as per the LGI analysis. It shows however that whilst the SCC totals are higher than would be liked, there has been a reduction over the period highlighted and hopefully continued focus will result in further reductions over time.

	2017-19	2018-20	2019-21	2020-22
Sheffield	4.15	3.77	3.2	3.06

If we dig just a little deeper into the collisions recorded for children, it shows that on average there are a total of 37 KSI casualties per year for the period 2018 to 2022.

These can be split into the following 3 categories:

- Pedestrians = 96 count
- Passengers (mainly in cars) = 66 count
- Pedal cycles = 27 count.

In terms of gender there are twice as many boys as girls in this data set.

Using this basic information alongside the post code information, S5, which encompasses the areas of Fir Vale, Lane Top, Parson Cross, Shiregreen and Shirecliffe has the highest total in all categories. This analysis gives a good starting point to determine what sort of ETP intervention needs to be undertaken and where it would be best employed to improve casualty reduction.

Sheffield’s Perceptions of Road Safety

The NHT Public Satisfaction Survey collects public perspectives on, and satisfaction with, Highway and Transport Services in Local Authority areas. It is a unique, standardised, collaboration between Highway Authorities across the UK enabling comparison, knowledge sharing, and the potential to improve efficiencies by the sharing of good practice.

The 2023 NHT survey shows that road safety is a priority.

In the following table, these 12 Key Aspects have been ranked in order of importance as per the public’s responses in 2023:

	Importance	Satisfaction	Improving	Spend More
Road Safety	97	53	40	76
Condition of Roads	94	36	31	82
Pavements	93	58	49	67
Bus Services	91	45	30	77
Street Lighting	90	67	54	61
Traffic Congestion	84	40	30	74
Traffic Pollution	83	44	36	71
Local Rights of Way Network	81	55	47	59
Community Transport	74	55	49	60
Demand Responsive Transport	69	49	44	60
Taxi Services	69	62	49	48
Cycle Routes / Lanes	65	48	54	53

Satisfaction with Road Safety, although not bad, was not particularly good (score 53) and the perception of the situation improving was low (score 40). Consequently, the demand for additional spending was high (score 76). The 2023 score, of 50%, is the same as the national average. So, the perception of road safety is low in other authorities and does appear to be a national issue.

Based on these responses there is a clear need to continue prioritising action on Road Safety and to consider how increased resources can be identified.

Have Your Say

We have also conducted a survey on Have You Say. We want anyone who lives, works, and visits Sheffield to be able to tell us what they think about our city and proposed projects, Have Your Say Sheffield enables us to do this by providing SCC with a platform to conduct online surveys. The Road Safety Action Plan quick poll survey showed overall that Sheffield City Council should be prioritising Road Safety, and 58% supported a Safer Systems Approach.

Action: Conduct further surveys to help shape Road Safety in Sheffield.

Road Safety Capital Funding

Local Transport Plan

Each year, the Council outlines a Local Transport Programme to establish priorities for investment in transport infrastructure improvement schemes. Road safety projects form one of the key themes for investment.

The breakdown for this capital budget for 24/25 is:

Local Safety Scheme (LSS)	£550,000, plus carryover
20mph Zones	£140,000
Small Schemes	£140,000

Sheffield Road Safety Fund

In 2021 the Council allocated £4m to create a Road Safety Fund (RSF) in recognition of the value that communities place on local road safety improvements. It is being used to take forward a range of interventions across the city.

The funding allocation of £4m was a one off and agreed in 2021. The Road Safety fund is now fully committed with no further allocation after the forecast completion of delivery at the end of 2024/25.

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The fund was for both road safety collision reduction measures, as well as infrastructure upgrades. The types of schemes included for future investment include:

- 20mph speed limit areas
- Crossings and Accessibility
- Vehicle Activation Sign
- Small scheme requests

The Road Safety Fund has so far contributed to the following:

- 20mph: Deerlands , Waterthorpe, Jordanthorpe, Burncross, Norton, Carter Knowle, Westfield, Herdings, High Green, Fulwood - £1,400,000
- Crossing and Accessibility:
Station Road Halfway Crossing, Burton Road Hillsborough Crossing, Rother Valley Country Park Parking Scheme, Forge Dam Parking Scheme, Abbey Lane Accessibility Scheme, Hangingwater Road Crossing, Elm Lane Hatfield House Road Sheffield Lane Top Crossing, Bernard Street Duke Street Hyde Park Crossing - £1,216,000
- Vehicle Activation Signs (VAS): 28 units (one per ward) - £600,000
- Advisory School 20mph - £100,000
- Signs and Lines/Small Schemes - £100,000

Action: Further investigation for a funding allocation for additional road safety measures will be considered during 24/25 in with collaboration with Members.

Clean Air Investment Plan

In February 2024 the TRC Committee approved the development of a Clean Air Investment Plan and determined that £1m of CAZ surplus income should be allocated towards schemes that promote sustainable and safe journeys to schools in Sheffield. It is recognised that to continue to improve air quality in Sheffield as quickly as possible, this investment will contribute towards reducing children's exposure to harmful road pollution around schools and when travelling to school.

Schemes that will benefit from this initial funding include:

- School Streets - expand delivery of the School Streets
- ModeShift Stars – expand ModeShift Stars to reach more schools.
- 20mph part-time zones outside schools – deliver the remaining un-funded schemes to priority locations.
- Neighborhood cycle parking and storage

Action: Use the committed initial £1m of CAZ surplus income to accelerate air quality improvement initiatives around schools and improve air quality for children traveling to school in a sustainable and safe manner

DfT Road Safety Fund (A625)

The Department for Transport (DfT) introduced the Safer Roads Fund (SRF) to support road safety in England, and it is part of a wider package of investment into Britain's road network. SRF targets the 50 most dangerous stretches of road in England, as identified through the Road Safety Foundation mapping programme utilised for SRF.

The roads were selected from both traffic flow and casualty data combined by the Road Safety Foundation (RSF) to establish an overall risk rating. As part of round 3 of the RSF the A625 in Sheffield has been identified as part of the latest analysis by the RSF as needing improvement. The DfT has identified a funding amount of approximately £1.425m to improve the stretch of road between the A61 in Sheffield and the B6375 near Whirlow.

This funding is to enable initiatives beyond those that local authorities can normally achieve with existing sources of local funding. For example, funds for normal maintenance activities (such as routine resurfacing) will not be considered appropriate for the Safer Roads Fund.

Project details are further outlined later in this document.

Bidding for Additional Funding

There are opportunities from external funders such as the Road Safety Trust, who allow local authorities to bid for small and large grants that support road safety studies and initiatives, through our grant programmes. The grants are yielded from surplus gifted by not-for-profit trading subsidiary company, UKROEd, to help create safer roads and protect road users.

Small grants are £20,000 to £50,000, and larger grants are £50,000 to £500,000. More information can be found on their website².

² [Our Grants — Road Safety Trust](#)

Action: We will consider applying for additional road safety funding from the Road Safety Trust when grant rounds re-open to expand our capacity in delivery, as well as in the development and evaluation of existing and new projects.

Sheffield's Delivery Plan

Using the Five Pillars of Safer Systems

The Safe System approach, outlined in the South Yorkshire Strategy to 2030 and Beyond ³, is a model approach that is aimed at bringing different organisations and stakeholders together to collaboratively make a safer road network.

The Safe System requires a systematic, multi-disciplinary and multi-sectoral approach to address the safety needs of all users. It requires a proactive strategy which places road safety in the center of transport and highway system planning, design, operation, and use.

The Key Principles of the Safer Systems approach include:

- **Safe Users:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted interventions, enforcement, marketing campaigns, education programs, and safety training.
- **Safe Roads:** Designing an environment that is forgiving of mistakes, by removing vehicular traffic wherever possible and ensuring safety is embedded within all scheme designs.
- **Safe speeds:** Encouraging and implementing appropriate speeds.
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles.
- **Post-collision response:** Developing systematic information sharing and learning from collisions that have happened.

Our aspiration is to continue a cohesive approach across these areas, working in partnership with the South Yorkshire Safer Roads Partnership, as well as with all stakeholders and members of the public.

Safe Users

Education Interventions

Road safety education is a program of educational activities, workshops and initiatives based on key road safety topics to prevent road traffic collisions from happening. The aim is to provide people of all ages with the knowledge and tools to travel safer, implementing safer behaviour whatever the circumstance or environment they are presented with.

To be effective, road safety education must be evidence-based and match the individual's stage of development and level of independence as a road user. We plan to use educational techniques which recognise different children's and young people's learning styles rather than a 'one size fits all' approach, encouraging

³ [SRP-12-July-22-Vision-Zero-Strategy-Exec-Summary.pdf \(sysrp.co.uk\)](#)

children and young people to think for themselves. It is also important to look at evidence-based research to tailor activities and interventions. For example, research shows that crash scenes and risk-taking video clips often have the opposite desired effect for young males who may be attracted to thrill-seeking behaviour.

In-class interventions

Our in-house education team delivers, coordinates, and develops road safety intervention for ages 0 – 25 years old. The work targeting secondary and primary schools draws on the very best pedagogical approaches in the field of education. Key topics include, but not limited to:

- Stop, look, listen, and think.
- Safer places to cross the road.
- Green cross code.
- In-car safety.
- Distractions.
- Transition to secondary school/safer routes to school.
- Be bright, be seen.
- Speed.
- Peer pressure.
- Seatbelt wearing.
- Cycle safety.
- Driving under the influence.
- Vehicle ownership.

Crucial Crew

Our team also coordinates, delivers, and develops the road safety input for Crucial Crew, which is an educational programme that is free for all Year Six students in South Yorkshire. It is delivered at the Lifewise Centre in Rotherham where there is a film-set environment featuring locations including a court room, supermarket, and street scene. Students take part in a variety of interactive scenarios, covering topics from road safety and anti-social behaviour to child sexual exploitation. This experience gives students a safe real-life backdrop to learn and practice safer behaviour. At this stage in their life, many children gain a lot of independence without having the experience and skills to be able to keep themselves safe. It is therefore important that they are made aware of the increased risks that they will face and how vulnerable they are on their new independent, unfamiliar journey. On average upwards of 90% of South Yorkshire schools attend.

Education, Training and Publicity Capacity

Our current capacity of 2.5 officers allows us to deliver to around 80 schools a year, and with the addition of Young Driver Coordinator role being filled this year taking us to 3.5 officers. This will allow us to deliver educational sessions to even more secondary and further education establishments.

To target these resources, we prioritise schools using KSI data, looking at areas that have been identified with the highest number of collisions. We will use the demographic analysis in the data section to inform the prioritisation of this work.

Action: The data shows that drivers are having more collisions on our roads up until their 30s. We will therefore look at opportunities to extend the young driver programme offer to include these ages.

Action: The data shows that power-two wheelers are having collisions on our roads during the ages 16-25. We will therefore look at opportunities to extend the young driver programme offer to include a targets response for this user group, working with the South Yorkshire Safer Roads Partnership to extend our capacity.

Action: To tackle the issue around child pedestrian KSI's we will continue to deliver our bespoke Crucial Crew, Transition, and Ghost Streets road safety session, but also develop a targeted Year 9 (ages 13-14) session for young people in Sheffield.

Action: Continue to deliver and develop road safety interventions targeting car passengers aged 16-20 years.

Action: We are committed to designing effective in-class educational interventions that will influence intentions to safer behaviour. To help us achieve this we will follow evidence-based research and guidance such as the RAC's Using Behaviour Change Techniques: Guidance for the Road Safety Community ⁴.

Action: We will continue to champion learner-centered coaching techniques, using methods and theories to create an inclusive learning and training environment. We will strive to create rationales, training plans and evaluations to develop strategies and deliver inclusive diverse lessons, training, and interventions. We will use differentiation to include a range of approaches and resources to engage and include individuals and groups during sessions, including providing for young people with Special Educational Needs and Disabilities (SEND).

Action: We will continue to develop educational approaches and explore opportunities in new ways of working digitally to increase our ability to reach even more of our target audience in Sheffield.

⁴ [Using behaviour change techniques Guidance for the road safety community.pdf \(racfoundation.org\)](https://www.racfoundation.org/using-behaviour-change-techniques-guidance-for-the-road-safety-community.pdf)

Action: Running effective evaluated road safety interventions can be an intensive and time-consuming activity. We will therefore seek further funding opportunities to increase our ability to do even more targeted work around evaluation and research into innovative methods of delivery.

Publicity and Communication

Road Safety is a global concern. Vision Zero will require us to look at new ways of working, looking at what is working so we can keep doing those things and looking at what is not working so we can try something different that may work. This does require openness and honesty and collaboration to put people at the heart of what we do. Reflecting this in the way we communicate is essential.

As projects and schemes develop, we will consult and publicise with Ward Members, Local Area Committees, businesses, residents, interest groups, transport operators, and disability groups and other appropriate stakeholders.

A huge amount of road safety initiatives and schemes are delivered by the Council, and more can be done to highlight this through our social media channels – celebrating the amazing work that is delivered. We also need to share with all stakeholders our learning, what we are doing right and what we need to do differently. We endeavor to be more transparent in these aspects.

Action: We will work with stakeholders to target key demographics in providing updated and strategic messaging.

Action: We will communicate and share more stories about what the Council is achieving and learning

Action: We will develop webpages that transparently communicate our ways of working and what we are trying to achieve.

Modeshift Stars

Modeshift Stars is the National Online Accreditation system for active travel in schools. Our team of three Active Travel Officers (also known as ModeshiftSTARS Officers) are currently working with 80 schools - 50 of which are accredited with an average of an additional 3 new schools accredited each term - to introduce travel plans that promote walking, wheeling, and cycling to schools. This is to encourage behavioral change and modal shift to reduce the reliance on the use of the car for journeys to school, where this is appropriate.

As well as promoting safer modal shift, our ModeshiftSTARS Officers help schools to run a variety of activities to try and highlight the dangers of inconsiderate parking outside schools. Including parking pledge schemes, posters, bollard covers and

railing banners, and helping schools access community funding for extra physical measures such as bollards.

Action: Continue to build on the delivery of Modeshift Stars to increase safer active travel modal shift, opening up more choice for how people travel in communities.

10-day Active Travel Challenge

This is an annual two-week active travel challenge for primary school children. Offering a wide range of activities and classroom ideas to promote and encourage safe active travel. Rewarding children and schools who fully engage with themed-related prizes increases the number of pupils actively traveling to school.

Action: Continue to deliver the Active Travel Challenge when capacity in the team allows.

Bikeability

Bikeability cycle training is a practical training programme, which provides schoolchildren with a life skill and enables them to cycle confidently and competently on today's roads. Bikeability training is delivered to pupils in Sheffield schools and includes lessons Learn to Ride, Balance, Level 1/2, and Level 3. Bikeability is the Department for Transport's flagship national cycle training programme for schoolchildren in England and is a key component of Gear Change⁵ - which is a Central Government's vision for developing cycling and walking to overcome health inequalities and increase levels of physical activity.

We have procured Cycle North to deliver this project for us. We have been set an ambitious target by Bikeability to deliver Level 2/Level 1&2 combined training to 80% of year 6 children in Sheffield for 2024/25, which is 5396 children.

Action: Continue to work with Cycle North to hit our target to deliver Level 2/Level 1 & 2 combined training to 80% of year 6 children in Sheffield for 2024/25, which equates to 5396 children.

Inconsiderate Parking Outside Schools

Parking outside schools is an issue across Sheffield, one that we have been working on by providing signing and lining to restrict parking on all School Keep Clear Markings across the city, providing educational inputs in schools, and delivering school street closures. Working with colleagues in parking enforcement and South Yorkshire Police we will continue to look at ways to tackle this problem.

⁵ [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

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Action: Look at opportunities to inform and educate parents on the dangers of parking outside school illegally and inappropriately, working with and building on the work ModeShift STARS officers do.

Action: Work with our colleagues in Parking Services to target the levels of enforcement outside schools.

Action: We will review options to enhance enforcement including the potential use of additional camera enforcement as part of our School Keep Clear markings and School Street schemes.

Action: We will work with the education team to explore parking outside schools educational interventions for parents, that provides information on rules and regulations, as well as the dangers and benefits of safer more considerate behaviour.

Safer Roads

The safer systems approach acknowledges that human error is inevitable and seeks to design road systems that account for this reality. This approach recognises that individuals will sometimes make mistakes and aims to create forgiving road environments that mitigate the consequences of these mistakes. This may involve designing roads with better visibility, implementing technologies like speed cameras and lane departure warnings, and creating infrastructure that separates different types of road users (e.g., cyclists, pedestrians, and vehicles).

Road Safety Engineering is a process, based on the analysis of road traffic-related accident information, to identify road design or traffic management improvements that will reduce the number and severity of road collisions most cost-effectively.

Our current road network has developed over many years and in many locations was not designed for the level of motorised vehicles that now use them. Pressure from the volume of traffic, particularly private cars on our roads, has led to increased levels of inappropriate parking, which can result in parking on footways obstructing the movement of more vulnerable pedestrians or wheelchair users, and compromised sight lines and visibility at junctions. The size and performance of private cars has also increased over recent years.

Enhance How We Use Data to Inform Engineering Interventions.

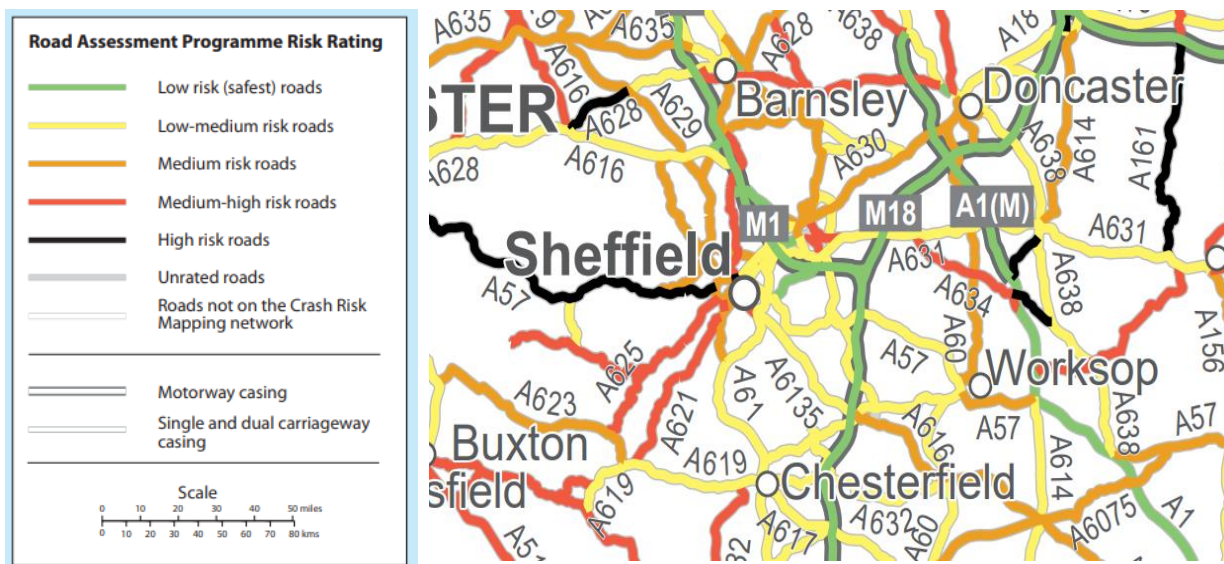
As new technologies become available, we are constantly looking at how we can use these to help with working smarter and targeting areas where we can make the most impact within the budgets allocated to us. This includes using digital packages that Enhance How We Use Data to Inform Engineering Interventions.

As new technologies become available, we are constantly looking at how we can use these to help with working smarter and targeting areas where we can make the most impact within the budgets allocated to us. This includes using digital packages that can show us risk ratings, traffic flows, vehicle speeds, near misses, and volumes of traffic.

As part of aligning with the new SYSRP Strategy, we will be looking at how we can use different sources of data to supplement the STATS19 records, in our aim to prevent collisions from happening.

Solutions include using different approaches such as iRAP (International Road Assessments Programme) which provides a risk-based assessment of Motorways and A Roads in the UK and internationally, to inform and assist in decisions on what measures we should consider and where we should intervene in changes to improve safety on our network. It is expected that as AI becomes more useful in the future, this will link GPS speed and flow data to existing collision data to potentially look at proactive as well as reactive “hot spot” identification.

Example – The A625 was identified as needing Road Safety measures by the DfT from historical collision record. We then used iRAP to assist with scheme design and site identification. We then undertook a traditional collision study to identify additional road safety measures at sites with a history of collisions along the corridor.



Credit: Map generated by the Road Safety Foundation.

Fig 1 Extract of iRAP 2023 assessment of the risk rating of Motorways and A Roads

Action: We will continue to deliver our current programme in line with the Transport Strategy, assessing all transport schemes in terms of health impact and will prioritise schemes that will bring about the biggest benefits in terms of road collision reductions in KSI's.

Action: We will progressively look at new ways to not only act on a worst-first approach but also incorporate approaches that rate the risk to assist with scheme design and site identification.

Action: We will continue to seek partnerships working with other core cities to maintain and develop best practices.

Action: We will continue to seek out the best tools and resources for risk analysis to target the prevention of road traffic collision, and work with partners and global road safety professionals to identify and adopt more effective ways of working.

Enforcing Moving Traffic Offences

From 31 May 2022, Local Authorities in England outside London have been able to apply to the Secretary of State for new powers to enforce 'moving traffic' offences under the Traffic Management Act (TMA) 2004 (Part 6).

Sheffield City Council – Road Safety Action Plan

On 19 January 2023 the TRC Committee approved the submission to the Department for Transport of an application for Sheffield City Council to obtain these powers and on 22nd July 2023 Parliament approved⁶ the designation order granting Sheffield City Council these powers.

Previously the powers to do this were only available to the Police. In applying for the powers to take on this responsibility This now enables SCC to enforce certain offences using approved traffic enforcement camera technology on a civil basis via a Penalty Charge Notice. This frees up capacity for the Police to focus on higher-priority crimes and allows improved enforcement.

This will improve compliance with the restrictions, which in turn improves public safety and traffic management, preventing drivers from carrying out dangerous maneuvers on our roads and supporting our ambitions to improve air quality and tackle congestion.

The offenses included in this legislation change include:

- incorrectly driving in a bus lane (we already have the powers under separate legislation to enforce this and actively do so.)
- stopping in a yellow box junction
- contravening banned right or left turns.
- illegal U-turns
- going the wrong way in a one-way street
- ignoring Pedestrian and Cycle Zone restrictions where motorised vehicles are prohibited, such as those within the city center and at School Streets.

Consultation was undertaken on this project⁷ and since we have successfully obtained this power, and are underway implementing the first three site, which include:

1. Queens Road and Bramall Lane - Illegal turning movements and yellow box junction/no stopping)
2. Glossop Road and Upper Hanover Street - Illegal turning movements and yellow box junction/no stopping
3. Hoyle Street – yellow box junction/no stopping

⁶ [The Civil Enforcement of Moving Traffic Contraventions Designation Order 2023 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

⁷ [Have Your Say Today - Enforcing moving traffic offences: Traffic Management Act 2004 - Part 6 - Connecting Sheffield \(commonplace.is\)](https://www.commonplace.is)

Action: We have now successfully obtained TMA Part 6 powers and will continue to implement the first three sites proposed during 2024. We will then monitor and evaluate these to help us establish the best ways of working.

Action: Undertake further communications and publicity of the enforcement in advance of TMA Part 6 going live with the first three sites

Action: We will develop a policy that helps us determine and prioritise further sites from both a road safety and road network perspective. This will be presented to TRC Cttee for approval in Autumn 2024.

School Streets

Sheffield City Council (SCC) is committed to delivering School Streets to improve safety around school gates, increase active journeys to and from school, and improve air quality around schools. School Streets are a council-led initiative where the road(s) outside a school is closed to all unauthorised vehicles at either end of the school day. School Streets are put in place to keep school entrances clear of vehicles both moving and parked.

Schools must be ModeshiftSTARS accredited before being considered for a School Street scheme. Completing the basic accreditation level helps to:

- Gather the relevant information required for the scheme.
- Allows the council to develop a good working relationship with the school and it's community.
- Prepare the school for the commitment required for a School Street scheme to be successful,

All ModeshiftSTARS Accredited schools are scored and assessed using an agreed set of criteria. Officers look at many different aspects including accident stats, air quality, location, road type & layout, number of business and residents directly affected, school support, and impact of traffic dispersal.

Top scoring schools are then put forward for feasibility, design, and implementation.

Action: Continue to deliver School Streets as outlined – this will be 2-3 a year with the current staff capacity.

Action: Increase capacity to evaluate Schools Streets effectiveness and if they align with the key aims and objectives.

Local Safety Schemes

The Local Safety Scheme (LSS) programme is a citywide programme that is targeted to reduce actual road traffic collisions, particularly focused on reducing killed and seriously injured (KSIs) casualties of all ages by implementing road safety

engineering schemes at sites with the highest history of injury collision rates in the city.

The benefits of these schemes include:

- A direct reduction in the number and severity of road injury collisions.
- The creation of a safer residential environment, which will allow easier access to local facilities for all.
- A reduction in vehicle speeds can potentially reduce vehicle emissions and this will contribute to improved air quality.
- Road safety schemes can reduce the negative impact of traffic on our neighbourhoods' and make walking and cycling in these areas a safer and more attractive option; the outcome of this is to reduce the city's carbon footprint and improve personal health.

The Local Safety Scheme budget has on average been set at approximately £500k per annum over several years meanwhile, infrastructure delivery costs have increased significantly. From this, depending on the complexity of the scheme, we are able to deliver two to three schemes a year.

The Current Local Safety Schemes Criteria

Currently, a site scores points based solely on collision types and numbers. The scoring and appraisal methodology adopted by the Council is attached in Appendix One.

Locations - such as a junction or a bend - known as a 'spot' are listed in priority order with the highest scoring sites first.

Following these the top scoring sites are then subject to a more detailed analysis of the collision problems to see if there is scope for road safety measures that could be implemented.

The reasons for change

Whilst the current system is good at identifying those sites with the highest number of collisions overall and is effective in identifying the worst locations for pedestrian and cycle collisions, it is much less effective in identifying the worst KSI locations, especially for other road user groups identified in the above section titled, 'Opportunities to enhance how we use data to inform engineering interventions.

The sites that score highest in using the current approach tend to be complicated layouts (such as roundabouts on the Inner Ring Road) that would be difficult and/or

very expensive to treat. Furthermore, these sites, whilst having high numbers overall, do not tend to have a high proportion of KSIs.

There are other sites with high proportions of KSI collisions that are not currently being investigated, as they do not appear high enough on the list. Many of these sites may have potential to be treated effectively, and at lower cost than the current top scoring sites – allowing more sites to be treated with available funds and therefore more serious collisions prevented on a year-by-year basis.

It is therefore considered that concentrating more on sites with a high proportion of KSI collisions, rather than on sites with a high number of collisions overall is likely to be a more robust and targeted way to develop effective schemes if the objectives of the Safe System approach and “Vision Zero” are to be met.

The Way Forward

It is proposed that instead of just looking at the top few sites on the list, we instead do a “deep dive” into all sites on the list that have had at least 3 KSIs in the last 5 years. There are currently 59 of these (as of collision data up to the end of 2022). 17 of these sites have either been investigated already or have measures proposed, leaving 42 sites. Whilst investigating all these sites in detail would be a major undertaking, the initial focus would be to identify those sites which have noticeable trends in the type of KSI collisions, as this will indicate an issue with the highways layout that may need addressing. Once these sites have been identified then a detailed analysis will be made of these sites identifying possible remedial measures and costs.

This will allow better targeted schemes to be developed whilst also building up a better picture of where and why KSI collisions are occurring across the city going forward. Once we have such a picture and these locations are known we will be able to incorporate targeted road safety improvements as part of other future schemes e.g., active travel schemes.

It is anticipated that this investigatory work will be completed by the end of the 2024/25 financial year and therefore the first sites identified will be delivered on-site in 2025/26.

Longer term plans

The discussion above has only referred to spot sites. However, given that many collisions occur on lengths of roads, in particular A roads which make up 8% of the overall network but have 38% of all KSI collisions occur on them it would also be worthwhile to investigate lengths in more detail. This is harder and more labour intensive than spot analysis but if we are to reduce collisions on the Sheffield

highway network it is considered vital that we get a better picture of where and why collisions are occurring, to prevent future collisions. Once the spot analysis is complete it is therefore planned to start looking at collisions on the strategic road network in more detail. Whilst the exact nature of this work is still to be determined, the initial focus will be on determining where there are any specific sections on A roads where a disproportionate number of KSI collisions are happening. Whilst having sufficient funding to treat long sections of road may be unlikely, identifying and treating shorter sections of road that have specific problems is considered an attainable objective.

Action: Change our LSS assessment and identification approach to give more focus to KSI collision reduction of all types.

Action: Commitment to assess LSS in 2024/25 on all spot sites in the city with 3 or more KSI collisions.

Action: Develop LSS approach to target KSI collisions on a route basis, starting with A roads – this will be aligned to iRAP assessment so that we start with the highest ranked routes

Action: Work with colleagues to undertake road safety assessments whenever we are undertaking a route based strategic scheme such as a cycle corridor or bus priority corridor. Maximising the reach of road safety.

Following the deeper analysis of spot sites and routes in 2024/25 a prioritised list of Local Safety Scheme measures will be reported to the Transport, Regeneration and Climate Committee. Given the need for additional delivery to meet our Vision Zero target it is expected that a larger capital allocation from Local Transport Plan allocation will be recommended for delivery in the 2025.26 programme.

Safer Roads Fund – A625

The UK has some of the safest roads in the world, but every road death is an unnecessary tragedy. That is why the last government set out an ambitious range of further measures to enhance the safety of UK road users in its 2015 Road safety statement.

The Department for Transport (DfT) introduced the Safer Roads Fund (SRF) to support road safety in England, and it is part of a wider package of investment into Britain's road network. SRF targets the 50 most dangerous stretches of road in England, as identified through the Road Safety Foundation mapping programme utilised for SRF.

The roads were selected from both traffic flow and casualty data combined by the Road Safety Foundation (RSF) to establish an overall risk rating. As part of round 3 of the RSF the A625 in Sheffield was identified as part of the latest analysis by the RSF as needing improvement. The DfT has identified a funding amount of

approximately £1.425m to improve the stretch of road between the A61 in Sheffield and the B6375 near Whirlow.

This funding has been outlined to provide locally defined countermeasures. The types of measures we are considering, subject to consultation, design standards and available funds.

- Reduce speed limits
- Improving Street Lighting
- Pedestrian Crossings
- Refuge Islands
- Delineation and Signing
- Protected turn lanes
- Central-hatched road markings
- Traffic calming

The expected benefits from this fund are centered on safety and reducing road traffic collisions.

Action: Undertake public engagement for the Safer Roads Fund A625 scheme in early 2024

Action: Bring the A625 proposals forward to committee for approval in late Autumn/Early winter 2024.

Action: Develop and deliver the scheme to DfT and SCC specifications

School Crossing Patrol Wardens

School Crossing Patrol Wardens are an integral part in promoting road safety, protecting road users, and creating safer environments. Sheffield has identified 59 locations suitable for a SCPW. As a statutory role, we must make sure all SCPW are trained to a set standard as the principal responsibility of a School Crossing Patrol Warden is to help pedestrians safely cross the road near a school.

Currently, we have on average a 50% SCPW vacancy rate across the city. To help us get closer to 100% vacancies filled, we plan to increase recruitment efforts for the vacant posts by working with partners across SCC to identify any potential areas that we can link into to heighten the profile of SCPWs. We are also looking at undertaking site assessments to determine if the vacant sites are still needed, if there are other sites more in need, and whether there may be the potential to implement crossing improvements.

Action: We will assess areas to assign wardens to the most needed crossings outside primary school.

Action: Ensure that in line with best practice that we have documentary evidence that proves patrols have been instructed and trained adequately to carry out their duties safely and in line with safety protocols.

Action: Assess new sites as requested for consideration for SCPW.

Action: Look at new innovative ways of recruitment to SCPW vacancies.

Action: Undertake site assessment for the vacant sites to determine whether there may be the potential to implement crossing improvements.

Small Schemes

This is a regular annual allocation to cover requests to install handrails, dropped kerbs, signs and other minor interventions that can be introduced to the Network without design work, traffic orders or consultation, allowing for a degree of fast response on these small highway improvements.

Where possible, and to meet our aim of working more cohesively across the team, the officer will work with colleagues on larger schemes to see if small enhancements can be provided as part of a larger scheme allocation.

We regularly receive calls from members of the public, Local Area Committees and MPs to carry out small highway enhancement work such as handrail installation, community 'H' markings, bollard installation, pedestrian railing, new signs, and road markings. Requests are individually assessed, and installation is instructed for those that are of benefit to more than just one individual, so they become more of a community scheme.

We will continue to work with Local Area Committees, MPs, and the public to provide support and to look at small scheme road safety issues to the already agreed process in place. This engagement provides us with the opportunity to enrich data through local knowledge and perceptions. However, to effectively target the resources we have we do have to target KSI reductions schemes on a city-wide worst first prioritisation basis. We therefore need to adjust our focus and resources to those areas and road users in Sheffield that are most in need.

Action: Continue to deliver Small Schemes, shifting towards prioritising city-wide road safety measures to target those areas that are seeing higher KSI rates.

Action: Continue to develop the assessment process for Small Schemes that has been established to deal with requests in a consistent data-led approach.

Safe Speeds

Safe Speeds requires a multi-disciplinary approach, with partners at South Yorkshire Police. Speed limits are set by highway authorities and are enforced by the Police. The back-office function (processing fixed penalty notices for speeding offences) is provided by South Yorkshire Safety Cameras. Compliance achieved through enforcement and speed limit setting is therefore a key responsibility of SYSRP partners.

Local Area Committees and communities can also play a part through Community Speed Watch (CSW) and the use of Speed Indicator Devices (SID) and Vehicle Activated Signs (VAS).

Action: We will continue to work with all stakeholders to implement safer speeds through education, engineering, and enforcement.

Vehicle Activated Signs (VAS)

In 2022, we commissioned a VAS sign for each LAC area. Vehicle Activated Signs include a digital screen that alerts drivers to the speed limit, and if they are driving at a speed above the limit, they will get a warning to slow down. The aim is to educate drivers and encourage compliance with the speed limit.

Action: Continue to work with LACs on VAS rotations targeted local led locations

20mph Areas

The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in driver attitude. The aim, therefore, is to build a community acceptance that 20mph is the appropriate maximum speed to travel at in residential areas.

The Council's 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas and to reduce the impact of traffic on our neighbourhoods.

Sheffield has been designated into “zones” on a master map. These 20mph speed limit areas are prioritised by a City-wide comparison of the number and severity of accidents in suitable areas, to introduce the new speed limit into residential areas on a ‘worst first’ basis. We are currently unable to deliver a blanket 20mph speed limit programme such as the one Wales recently introduced, this is for various reasons.

The info below hopefully sets out the broad differences between the Wales and England approach and how we have approached the implementation of 20s in Sheffield to date.

The default 20mph speed limit introduced in Wales (from 17 September 2023) has been introduced following a change in the law which sees the default speed limit on restricted roads (usually those indicated by presence of streetlighting) changed from 30mph to 20mph.

Changes to signage in Wales will therefore only be required at locations where the current 30mph speed limit changes to higher speeds, so where the speed limit goes from 40mph to 30mph the 30mph sign will be changed to 20mph. Repeater 20mph signs won't be required as the presence of streetlighting will mean that drivers should understand that the speed limit is 20mph, as they should currently understand that it means the speed limit is 30mph. In only very few locations that meet specific circumstances will the speed limit remain at 30mph. The funding for the changes to signage is being funded by the Welsh Government as part of a new burden principle.

In England where the default speed limit on restricted roads is 30mph a 20mph speed limit can either be introduced in the form of 20mph Zones (these require physical traffic calming at regular intervals) or through 20mph speed limits which must be indicated through the presence of gateway 'entry' speed limit signs and regular 20mph repeater signs. Without the default speed limit changing these are our only options.

In Sheffield we are working to a 20mph Speed Limit Strategy approved by Cabinet Highways Committee on 8th March 2012, so over 10yrs ago now.

The current policy in Sheffield is to introduce 20mph speed limit areas using only signs not traffic calming. This covers residential areas and excludes A and B class roads and includes the presumption against including C class roads. Where 20mph speed limits are introduced through signing alone the typical speed reduction is only in the region of 1.5-2mph, so the policy currently states that roads won't be included if speeds would not be commensurate with a 20mph speed following the introduction of signs. This means that where average speeds are closer to 30mph the speed limit isn't reduced on those residential roads – this aspect in particular needs reviewing.

The cost of introducing signed only zones in line with the current policy is significant and therefore the decision was to introduce the 20mph speed limits in residential areas on a phased approach. At present every 20/30mph speed limit boundary must be signed and there are repeater speed limit signs along each 20mph street.

Sheffield has been split into c.85 20mph areas and we are currently about 50% of the way through delivering these. Our annual Local Transport Plan budget, which up to this year has been c.£2.4m for the whole city, usually sets aside c.£350-450k for the 20mph programme and this has been able to fund between 3 to 4 20mph speed limit areas each year.

53 “sign only” 20mph schemes and 12 child safety zones have so far been installed in Sheffield. Following the Council budget decision to invest £4m into a locally determined Road Safety Fund funding was allocated to accelerate the 20mph programme a further 11 areas will have been delivered up to 2024/25.

Whilst a TRO could be promoted across the remaining areas of the city the cost to implement this in one go will be significantly beyond our current budget given that we can't sign it in the same way as Wales.

Our current strategy was updated on 8th January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.

As we have identified from the data that was provided earlier in this document, a higher proportion of collisions are happening on A or B class roads. This has raised the questions of how 20mph speed limits could be used as a collision reduction tool on specific areas, such as the proposed A625 scheme, providing there is effective enforcement.

Action: Review 20mph area policy and update where necessary.

Action: Monitor and evaluate the effectiveness of 20 mph roads on road safety.

Action: Continue to deliver 20mph programme noting that the accelerated delivery of the current RSF programme won't be available after 2024/25.

Advisory 20mph speed limits Outside Schools

This project is for the installation of part-time advisory 20mph speed limits outside schools. It is proposed to spread the sites across the city and pilot different types of schools and locations, seven schools have been chosen initially. The schools have been selected and prioritised using a scoring system based on the number of pupils, lack of existing pedestrian facilities (both roadside and crossing) and number of collisions in the last 5 years.

We are using part-time 20 mph speed limits, as opposed to permanent 20 mph speed limit, to give a flexible and targeted response to identifies sites during specific targeted times of the day. This allows us to address safety concerns and reduce vehicle speeds when required, to improve safety for pedestrians and other vulnerable road users.

The advisory part time 20mph speed restrictions aim to reduce traffic speeds outside schools at the beginning and end of the school day when there are high numbers of child pedestrians in the area. There are already a number of schools across the city where these are in place. They are installed as part of a 20mph speed limit area scheme, if a school is located on a road that is otherwise unsuitable for a 20mph speed limit.

Speed significantly increases the chance of being injured in a collision and the implementation of part-time advisory 20mph speed limits outside schools aims to reduce vehicle speeds. There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is less at lower speeds; and where collisions do occur, there is a lower risk of fatal or serious injury. These schemes are also generally well received by the schools, parents and residents living around the scheme area.

The schools were prioritised using a scoring system (shown in the table below) based on the number of pupils, lack of existing pedestrian facilities (both roadside and crossing) and number of collisions in the last 5 years.

There has been a total of 46 site identifies. The first seven sites will be implemented early 2024/25. The LACs will be funding another seven, and the additional 32 sites will follow on from this in subsequent years using the Clean Air Investment Fund.

Part Time Advisory 20mph outside schools scoring method	
Number of pupils at the school	Score 5 if more than 500, 2 if over 250. 1 if over 100, 0 if under 100
Crossing facility	Score 5 if no facility, 3 if raised/dropped kerb, 1 if zebra or 0 signalised crossing
School Crossing Patrol	Score 2 if vacant, 1 SCP in place
Footway width	Score 10 if under 2m on both sides either side of school entrance, 1 if over 2m on both sides. All others 5
Speed limit	Score 5 if 40 mph or over. 0 if 30 mph.
Child Casualties	Score 2 for each child casualty and score 1 for other casualties at or very near School Entrances in the last 5 years

Action: Finalise the installation of the initial advisory part-time 20 mph outside schools at the seven sites in early 2024/25

Action: Draw up a programme for the additional 32 part-time advisory 20 mph outside school's sites funding by the Clean Air investment Plan funding.

Safe Vehicles

Reducing risk posed by the most dangerous vehicles, and making sure vehicles are roadworthy. A large part of this pillar will cross over to the work we do in education and engineering as set out in this document, as well as working with SYSRP to engage audiences.

Action: Work with SYSRP to promote safer vehicle use, this includes promoting the benefits of regular vehicle checks, and black box technology.

Action: Continue to work with education establishments to educate new drivers of the importance of safe vehicle use.

Post Collision

Following a fatal collision the SCC Senior Road Safety Auditor and a similar representative from Amey visit the site and determine if there are any immediate issues with the highway that are likely to have been a contributory factor in the collision, and whether any immediate maintenance action or road safety engineering measures are needed to prevent similar collisions in future. A report is produced, and SCC follows the recommendations of the Early Action report.

The Early Action Fund

Setting aside a specific early action fund allows any such issues to be addressed in a timely manner, rather than waiting for the next year's funding allocation, thereby reducing the risk of further fatalities.

Action: We will continue to deliver Early Action Schemes at identified locations. Working with the partnership to make sure collision Investigation is undertaken collaboratively, with South Yorkshire Police's Serious Collisions Unit and Forensic Collision Investigation collecting and analysing data in the aftermath of fatal and severe incidents, working with local highways authorities on lessons to be learnt and compiling evidence for prosecutions and the coroner when required.

Personal Responsibility

While the Safe System approach has many elements to help SCC implement interventions to help people stay safe on our roads, individuals have a responsibility to adhere to traffic laws, drive safely, and be aware of their surroundings. Personal responsibility involves acknowledging our role in contributing to road safety and taking actions to mitigate risks.

Partnership Working

The lack of a national road safety strategy further challenges local authority's ability to deliver a coordinated and cohesive strategy. Addressing the lack of a national road safety strategy requires political drive, stakeholder engagement, and commitment to prioritising road safety as a public health and development issue. To address our road safety challenges and achieve shared goals we need to continue to build strong links within SCC, this includes working with public health, education, and parking enforcement, and collaboration among government agencies, private organisations', academic world, and other stakeholders to ensure a coordinated and effective approach to improving road safety.

Action: We will build strong links within SCC, this includes working with public health, education, and parking enforcement, and collaboration among government agencies, private organisations', academic world, and other stakeholders to ensure a coordinated and effective approach to improving road safety.

Action: Work with the South Yorkshire Safe Roads Partnership to build a wider network of local, regional, and national partners.

Measuring Our Success

A key part of moving forward will be the further investigation of data. Evaluating and assessing will be an integral part of measuring effectiveness and understanding if road safety interventions are achieving what they set out to.

We will work with the Safer Roads Partnership in aligning with the Safer Systems approach, as well as the aspiration of Vision Zero – that one collision is one too many. We will be focusing on casualty reduction targets, safety performance indicators, and outcome measures set out in the South Yorkshire Safer Roads Partnership Strategy.

Casualty reduction - 50 by 30 Target

Aspiring to a 50% reduction in KSI casualties (using a baseline period of 2017 to 2019) produces a 2030 **target for Sheffield of 179 KSI casualties**. As stated earlier, any death or serious injury is one too many and the long-term goal of SYSRP is to have zero people killed or seriously injured. However, recording fewer than 179 casualties in 2030 will mean that significant improvements in road safety have been made.



As can be seen from the graph above, whilst there was a large reduction in KSI totals through the COVID period in 2020, the two years hence have led to an increase in this type of injury being sustained again.

Even though KSI casualties have slowly fallen from 2016, see linear trend line, were this natural reduction left to continue without further concentrated local and national interventions, it is unlikely that we shall see significant further reductions in KSI casualties to achieve our Vision Zero ambition.

To reduce the number of KSI casualties in the short, medium, and long-term. Our immediate focus for these reductions is on:

- 0-16 years.
- 17–24-year-old car users.
- 25-59 years.
- 60+ years.
- 16–24-year-old P2W riders.
- pedal cycle riders
- pedestrians

Safety Performance Indicators.

This will be partners wide approach with the SYSRP leading. SCC will work with partners to get this work underway when the partnership is back up and running.

Outcome Measures.

Sheffield will be looking at areas such as:

- number of road users receiving interventions
- monitoring the impact of interventions on intentioned behaviours
- number of design and construction schemes delivered.
- monitoring the impact of schemes on casualty reduction

There are many other outcomes listed in the SYSRP strategy that partners will be responsible for, but SCC will work with partners where possible to achieve this.

Action: Work with the South Yorkshire Safer Roads Manager to align with the set targets agreed at the partnership level.

Action: We will work to the guidance in the SYSRP Strategy and implement monitoring and evaluation across road safety projects – these include casualty reduction targets, safety performance indicators, and outcome measures. These will be available for the public, along with our learning and steps to continue what is working and the changes we are implementing to target our resources more effectively. This aligns with SCC’s ambitions to be more transparent and open with the public.

Data Development

Currently, we use many systems such as Microsoft Power BI, Arc GIS, AccsMap, IRAP, Fflow, ANPR data, DfT traffic counts and ad-hoc traffic counts as well as basic spreadsheets and reports to analyse the available information. Much of this sits within different work teams and is often not cross-referenced or merged to show the bigger picture.

Other neighbouring LA are using other platforms developed by agencies such as Agilysis to show collision data, average speeds, and Fflow, which if available in SCC could be merged with existing information and enhance local casualty data to produce better “risk assessment” scenario for the Sheffield Road network.

The technology to make life easier is out there and available. We need a platform that does some of the heavy lifting when looking at KSIs, collision causations, collision hotspots, risk ratings, speed and flow, and collating and presenting the information in a format that can be quickly analysed to help target the programme of works and to allow us to dispel some of the misinformation.

Action: Our aim is to collate all this information into one data dashboard, that allows quick and easy analysis of all the trends on a Sheffield wide level, but also allows a more detailed look at LAC / ward level. This will require a dedicated resources to build a proper platform to host the information, which could be based on tools like Microsoft Power Bi and ArcGIS which already exist within the organisations, to allow the coordination of all information from different departments into one local resource.

Action: Experiment in Stratifying the data in different ways of working to help identify where funding and resources should be targeted.

Five Year Plan of Delivery Development

1-year plan (24/25)

Adding to the success already in place:

- Put the action plan into action.
- Continuously monitor progress towards goals and evaluate the effectiveness of interventions. Adjust the action plan as needed based on new data and insights.

3-year plan (April 2027)

Adding to the success of the last 3 years.

- Action plan implemented and delivering to targets.
- Monitor progress towards goals and evaluate the effectiveness of interventions. Adjust the action plan as needed based on new data and insights.
- A continued reduction in KSI's

5-year plan (April 2029)

Adding to the success of the last 5 years.

- Action plan delivered.
- Monitor progress towards goals and evaluate the effectiveness of interventions. Adjust the action plan as needed based on new data and insights.
- A continued trend on the reduction in KSI's
- Redraft plan as required.

Actions Listed, Coded with Timeline

- Key issue 1: Pedestrian casualties aged 10 -20 years old.
- Key issue 2: Pedal cycle casualties aged 12 to 19 years old.
- Key issue 3: Powered two-wheeler aged 16 to 35 years old.
- Key issue 4: Car drivers aged 18-34 years old.
- Key issue 5: Car passengers aged 16-20 years old.
- Key issue 6: All road users’ safety
- Key Issue 7: Data Development

Action	Key issues	Safe System Pillar or Other	Timeline Y1, Y3, Y5
1. Action: Using the 3-year pre-COVID period of 2017 to 2019 there were an average of 357 KSI casualties of all types in Sheffield. To align with the ambitious target of 50by30 set in the SYSRP Strategy – SCC will adopt an interim target to reduce KSIs to no more than 179 KSI’s of all types by the year 2030.	Key issue 6: All road users’ safety	Data development	Y5
2. Action: Review postcode data with DfT and SYP to correct old data and ensure that future data is correct to enable availability of accurate demographic information.	Key issue 6: All road users’ safety	Data development	Y1
3. Action: A deeper dive into demographic and modal collision data will be carried out in each category to enable specific targeted interventions related to ETP opportunities and more detailed programmes to be drawn up on completion of this initial process of getting the RS Plan agreed.	Key Issue 7: Data Development	Other - Data development	Y1

4. Action: Conduct further surveys to help shape Road Safety in Sheffield.	Key Issue 7: Data Development	Other - Data development	Y1 - Y5
5. Action: Further investigation for a funding allocation for additional road safety measures will be considered during 24/25 with collaboration with members.	Key issue 6: All road users' safety	Other - Funding	Y1
6. Action: Use the committed initial £1m of CAZ surplus income to accelerate air quality improvement initiatives around schools and improve air quality for children traveling to school in a sustainable and safe manner	Key issue 1: Pedestrian casualties aged 10 -20 years old.	Safer Users	Y1-Y3
7. Action: We will consider applying for additional road safety funding from the Road Safety Trust when grant rounds re-open to expand our capacity in delivery, as well as in the development and evaluation of existing and new projects.	Key issue 6: All road users' safety	Safer Users	Y1 - Y5
8. Action: The data shows that drivers are having more collisions on our roads up until their 30s. We will therefore look at opportunities to extend the young driver programme offer to include these ages.	Key issue 4: Car drivers aged 18-34 years old.	Safer Users	Y1

<p>9. Action: The data shows that power-two wheelers are having collisions on our roads during the ages 16-25. We will therefore look at opportunities to extend the young driver programme offer to include a targets response for this user group, working with the South Yorkshire Safer Roads Partnership to extend our capacity.</p>	<p>Key issue 3: Powered two-wheeler aged 16 to 35 years old.</p>	<p>Safer Users</p>	<p>Y1</p>
<p>10. Action: To tackle the issue around child pedestrian KSI's we will continue to deliver our bespoke Crucial Crew, Transition, and Ghost Streets road safety session, but also develop a targeted Year 9 session.</p>	<p>Key issue 1: Pedestrian casualties aged 10 -20 years old.</p>	<p>Safer Users</p>	<p>Y1-Y3</p>
<p>11. Action: Continue to deliver and develop road safety interventions targeting car passengers aged 16-20 years.</p>	<p>Key issue 5: Car passengers aged 16-20 years old.</p>	<p>Safer Users</p>	<p>Y1 - Y5</p>
<p>12. Action: We are committed to designing effective in-class educational interventions that will influence intentions to safer behaviour. To help us achieve this we will follow evidence-based research and guidance such as the RAC's Using Behaviour Change Techniques: Guidance for the Road Safety Community [1].</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Users</p>	<p>Y1 - Y5</p>

<p>13.Action: We will continue to champion learner-centered coaching techniques, using methods and theories to create an inclusive learning and training environment. We will strive to create rationales, training plans and evaluations to develop strategies and deliver inclusive diverse lessons, training, and interventions. We will use differentiation to include a range of approaches and resources to engage and include individuals and groups during sessions.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Users</p>	<p>Y1 - Y5</p>
<p>14.Action: We will continue to develop educational approaches and explore opportunities in new ways of working digitally to increase our ability to reach more of our target audience.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Users</p>	<p>Y1 - Y5</p>
<p>15.Action: Running effective evaluated road safety interventions can be an intensive and time-consuming activity. We will therefore seek out funding opportunities to increase our ability to do more targeted work around evaluation and research into new methods of delivery.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Users</p>	<p>Y1</p>
<p>16.Action: We will work with stakeholders to target key demographics in providing updated and strategic messaging.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Users</p>	<p>Y1 - Y5</p>
<p>17.Action: We will communicate and share more stories about what the Council is achieving and learning</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Users</p>	<p>Y1 - Y5</p>

<p>18.Action: We will develop webpages that transparently communicate our ways of working and what we are trying to achieve.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Users</p>	<p>Y1-Y3</p>
<p>19.Action: Continue to build on the delivery of Modeshift Stars to increase safer active travel modal shift.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Users</p>	<p>Y1</p>
<p>20.Action: Continue to deliver the Active Travel Challenge when capacity in the team allows.</p>	<p>Early Engagement for Key issue 1: Pedestrian casualties aged 10 -20 years old.</p>	<p>Safer Users</p>	<p>Y1 - Y5</p>
<p>21.Action: Continue to work with Cycle North to hit our target to deliver Level 2/Level 1&2 combined training to 80% of year 6 children in Sheffield for 2024/25, which is 5396children.</p>	<p>Key issue 2: Pedal cycle casualties aged 12 to 19 years old.</p>	<p>Safer Users</p>	<p>Y1</p>
<p>22.Action: Look at opportunities to inform and educate parents on the dangers of parking outside school illegally and inappropriately, working with and building on the work ModeShift STARS officers do.</p>	<p>Key issue 1: Pedestrian casualties aged 10 -20 years old.</p>	<p>Safer Users</p>	<p>Y1</p>

<p>23. Action: Work with our colleagues in Parking Services to target the levels of enforcement outside schools.</p>	<p>Key issue 1: Pedestrian casualties aged 10 -20 years old.</p>	<p>Safer Users</p>	<p>Y1 - Y5</p>
<p>24. Action: We will review options to enhance enforcement including the potential use of additional camera enforcement as part of our School Keep Clear markings and School Street schemes.</p>	<p>Key issue 1: Pedestrian casualties aged 10 -20 years old.</p>	<p>Safer Users</p>	<p>Y1</p>
<p>25. Action: We will work with the education team to explore parking outside schools' educational interventions for parents, that provide information on rules and regulations, as well as the dangers and benefits of safer more considerate behaviour.</p>	<p>Key issue 1: Pedestrian casualties aged 10 -20 years old.</p>	<p>Safer Users</p>	<p>Y1</p>
<p>26. Action: We will continue to deliver our current programme in line with the Transport Strategy, assessing all transport schemes in terms of health impact and will prioritise schemes that will bring about the biggest benefits in terms of road collision reductions in KSI's.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1 - Y5</p>
<p>27. Action: We will progressively look at new ways to not only act on a worst-first approach but also incorporate approaches that rate the risk to assist with scheme design and site identification.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1& Y3</p>

<p>28. Action: We will continue to seek partnerships working with other core cities to maintain and develop best practices</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1 - Y5</p>
<p>29. Action: We will continue to seek out the best tools and resources for risk analysis to target the prevention of road traffic collision, and work with partners and global road safety professionals to identify and adopt more effective ways of working.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1 & Y3</p>
<p>30. Action: We have now successfully obtained TMA Part 6 powers and will continue to implement the first three sites proposed during 2024. We will then monitor and evaluate these to help us establish the best ways of working.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1</p>
<p>31. Action: Undertake further communications and publicity of the enforcement in advance of TMA Part 6 going live with the first three sites</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1</p>
<p>32. Action: We will develop a policy that helps us determine and prioritise further sites from both a road safety and road network perspective. This will be presented to TRC Cttee for approval in Autumn 2024.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1</p>
<p>33. Action: Continue to deliver School Streets as outlined – this will be 2-3 a year with the current staff capacity.</p>	<p>Early Engagement for Key issue 1: Pedestrian casualties</p>	<p>Safer Roads</p>	<p>Y1-Y3</p>

	aged 10 -20 years old.		
34. Action: Increase capacity to evaluate Schools Streets effectiveness and if they align with the key aims and objectives.	Early Engagement for Key issue 1: Pedestrian casualties aged 10 -20 years old.	Safer Roads	Y1
35. Action: Change our LSS assessment and identification approach to give more focus to KSI collision reduction of all types.	Key issue 6: All road users' safety	Safer Roads	Y1
36. Action: Commitment to assess LSS in 2024/25 on all spot sites in the city with 3 or more KSI collisions.	Key issue 6: All road users' safety	Safer Roads	Y1
37. Action: Develop LSS approach to target KSI collisions on a route basis, starting with A roads – this will be aligned to iRAP assessment so that we start with the highest ranked routes	Key issue 6: All road users' safety	Safer Roads	Y1

<p>38. Action: Work with colleagues to undertake road safety assessments whenever we are undertaking a route based strategic scheme such as a cycle corridor or bus priority corridor. Maximising the reach of road safety.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1 - Y5</p>
<p>39. Action: Undertake public engagement for the Safer Roads Fund A625 scheme in early 2024</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1</p>
<p>40. Action: Bring the A625 proposals forward to committee for approval in late Autumn/Early winter 2024.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1</p>
<p>41. Action: Develop and deliver the scheme to DfT and SCC specifications</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y1</p>
<p>42. Action: We will assess areas to assign wardens to the most needed crossings outside primary school.</p>	<p>Early Engagement for Key issue 1: Pedestrian casualties aged 10 -20 years old.</p>	<p>Safer Roads</p>	<p>Y1</p>

<p>43. Action: Ensure that in line with best practice that we have documentary evidence that proves patrols have been instructed and trained adequately to carry out their duties safely and in line with safety protocols.</p>	<p>Early Engagement for Key issue 1: Pedestrian casualties aged 10 -20 years old.</p>	<p>Safer Roads</p>	<p>Y1</p>
<p>44. Action: Assess new sites as requested for consideration for SCPW.</p>	<p>Early Engagement for Key issue 1: Pedestrian casualties aged 10 -20 years old.</p>	<p>Safer Roads</p>	<p>Y1 - Y5</p>
<p>45. Action: Look at new innovative ways of recruitment to SCPW vacancies.</p>	<p>Early Engagement for Key issue 1: Pedestrian casualties aged 10 -20 years old.</p>	<p>Safer Roads</p>	<p>Y1</p>
<p>46. Action: Undertake site assessment for the vacant sites to determine whether there may be the potential to implement crossing improvements.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Roads</p>	<p>Y3</p>

47. Action: Continue to deliver Small Schemes, shifting towards prioritising city-wide road safety measures to target those areas that are seeing higher KSI rates.	Key issue 6: All road users' safety	Safer Roads	Y1
48. Action: Continue to develop the assessment process for Small Schemes that has been established to deal with requests in a consistent data-led approach.	Key issue 6: All road users' safety	Safer Roads	Y1
49. Action: We will continue to work with all stakeholders to implement safer speeds through education, engineering, and enforcement.	Key issue 6: All road users' safety	Safer Speeds	Y1 - Y5
50. Action: Continue to work with LACs on VAS rotations targeted local led locations	Key issue 6: All road users' safety	Safer Speeds	Y1 - Y5
51. Action: Review 20mph area policy and update where necessary.	Key issue 6: All road users' safety	Safer Speeds	Y1
52. Action: Monitor and evaluate the effectiveness of 20 mph roads on road safety.	Key issue 6: All road users' safety	Safer Speeds	Y1 - Y5

<p>53. Action: Continue to deliver 20mph programme noting that the accelerated delivery of the current RSF programme won't be available after 2024/25.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Speeds</p>	<p>Y1</p>
<p>54. Action: Finalise the installation of the initial advisory part-time 20 mph outside schools at the seven sites in early 2024/25</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Speeds</p>	<p>Y1</p>
<p>55. Action: Draw up a programme for the additional 32 part-time advisory 20 mph outside school's sites funding by the Clean Air investment Plan funding.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Speeds</p>	<p>Y1</p>
<p>56. Action: Work with SYSRP to promote safer vehicle use, this includes promoting the benefits of regular vehicle checks, and black box technology.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Vehicles</p>	<p>Y1 - Y5</p>
<p>57. Action: Continue to work with education establishments to educate new drivers of the importance of safe vehicle use.</p>	<p>Key issue 6: All road users' safety</p>	<p>Safer Vehicles</p>	<p>Y1 - Y5</p>
<p>58. Action: We will continue to deliver Early Action Schemes at identified locations. Working with the partnership to make sure collision Investigation is undertaken collaboratively, with South Yorkshire Police's Serious Collisions Unit and Forensic Collision Investigation collecting and analysing data in the aftermath of fatal and severe incidents, working with local highways authorities on lessons to be learnt and compiling evidence for prosecutions and the coroner when required.</p>	<p>Key issue 6: All road users' safety</p>	<p>Post-collision response</p>	<p>Y1 - Y5</p>

<p>59. Action: We will build strong links within SCC, this includes working with public health, education, and parking enforcement, and collaboration among government agencies, private organisations', academic world, and other stakeholders to ensure a coordinated and effective approach to improving road safety.</p>	<p>Key issue 6: All road users' safety</p>	<p>Other - Partnership working</p>	<p>Y1 - Y5</p>
<p>60. Action: Work with the South Yorkshire Safe Roads Partnership to build a wider network of local, regional, and national partners.</p>	<p>Key issue 6: All road users' safety</p>	<p>Other - Partnership working</p>	<p>Y1</p>
<p>61. Action: Work with the South Yorkshire Safer Roads Manager to align with the set targets agreed at the partnership level.</p>	<p>Key issue 6: All road users' safety</p>	<p>Other - Partnership working</p>	<p>Y1</p>
<p>62. Action: We will work to the guidance in the SYSRP Strategy and implement monitoring and evaluation across road safety projects – these include casualty reduction targets, safety performance indicators, and outcome measures. These will be available for the public, along with our learning and steps to continue what is working and the changes we are implementing to target our resources more effectively. This aligns with SCC's ambitions to be more transparent and open with the public.</p>	<p>Key issue 6: All road users' safety</p>	<p>Other - Evaluation and Monitoring</p>	<p>Y1 - Y5</p>
<p>63. Action: Our aim is to collate all this information into one data dashboard, that allows quick and easy analysis of all the trends on a Sheffield-wide level, but also allows a more detailed look at LAC / ward level. This will require a dedicated resources to build a proper platform to host the information, which could be based on tools like Microsoft Power Bi and ArcGIS which already exist within the organisations, to</p>	<p>Key issue 6: All road users' safety</p>	<p>Other - Data Development</p>	<p>Y1</p>

Sheffield City Council – Road Safety Action Plan

allow the coordination of all information from different departments into one local resource.			
64. Action: Experiment in Stratifying the data in different ways of working to help identify where funding and resources should be targeted.	Key issue 6: All road users' safety	Other - Data Development	Y1

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Local Safety Schemes Criteria

The Local Safety schemes programme is a citywide strategy to reduce road traffic collisions, particularly focused on reducing killed and seriously injured (KSIs) casualties by implementing road safety engineering schemes at sites with the highest injury collision rates in the City.

Road Safety engineering schemes reduce the number and severity of collisions, reduce the fear of collisions, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment. The current approach is to implement road safety engineering schemes at sites with the highest injury collision rates in the City.

Background

The Council receives numerous requests for road safety measures and ideally we would like to be able to respond to most of them. However, limitations on the capital funding available to the Council means that we have to assess and prioritise locations for action according to an agreed criteria.

Although we cannot know where the next collision may occur, it is more likely to happen at a location having a history of previous collisions than one with few or none. In identifying locations with recurrent collision problems we can focus our attentions effectively on locations where measures are most urgently needed and where they will make the biggest difference in improving road safety in Sheffield.

Current Local Safety Schemes Criteria

A site scores points based solely on collision types and numbers. 'Lengths' of road and particular locations (such as a junction or a bend) known as a 'spot' are prioritised separately. The sites are then listed in priority order with the highest scoring sites first.

Following this the top scoring sites are then subject to a more detailed analysis of the collision problems to see if there is scope for road safety measures that could be implemented.

How it works

Lengths and spots are prioritised separately. A length being a section of a road or whole length of road and a spot being a location such as a junction or bend.

The criteria applied to searching for sites to commence the collision investigation and prevention process is the following: -

Initial criteria

For spots - A minimum of 6 collisions (any type or severity) within 30 metres over 5 years **or**

- 2 or more KSI collisions **or**
- 2 or more pedestrian collisions **or**
- 2 or more pedal cyclist collisions

For lengths - A minimum of 6 injury collisions pro-rata over 50 metres over 5 years.

Then a site scores:

- 1 point per collision (all types) over 5 years.
- Add 3 points per killed or seriously injured collision (KSI) over 5 years.
- Add 2 points per pedestrian collision over 5 years
- Add 2 points per pedal cycle over 5 years

Local Safety Schemes Priority list and Programme

The top sites in each group (spots and lengths) are carried forward for further investigation / feasibility work if they have a high number of collisions that were the same type and / or where it was felt that there is scope for road safety measures that could be implemented to try and reduce collisions.

Some sites in the top of the list will be eliminated if: -

- Recent changes had been made at that site.
- Or, the site is already included in other plans for improvements.
- Or it would be prohibitively expensive to carry out improvements
- Or there are no suitable engineering measures that would target and improve the collision problem. Some sites may have many different types of collisions rather than a number of collisions of the same type.



Report to Policy Committee

Author/Lead Officer of Report: *Gemma Carl*

Tel: *0114 205 3419*

Report of: *Kate Martin*

Report to: *Transport, Regeneration and Climate Committee*

Date of Decision: *13 March 2024*

Subject: *Sheffield Transport Vision*

Type of Equality Impact Assessment (EIA) undertaken	Initial <input checked="" type="checkbox"/>	Full <input type="checkbox"/>
Insert EIA reference number and attach EIA	2627	
Has appropriate consultation/engagement taken place?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		

Purpose of Report:

This report outlines the work undertaken to develop the Sheffield Transport Vision and presents the final document to the Committee.

The Sheffield Transport Vision has been developed with Members of the TRC Committee to clearly communicate the transport ambitions and priorities for the city, aligning the ambitions of the adopted Sheffield Transport Strategy (2019-2035) with the city's strategic objectives, including those set out in more recent strategies and plans, such as the Decarbonisation Strategy Route Maps, and the submitted Sheffield Plan.

The Vision sets out what we want our city's transport system to look like by 2035, and what we need to do to achieve that.

Recommendations:

It is recommended that the Transport, Regeneration and Climate Committee:

- Notes the collaborative work undertaken to agree a shared Transport Vision for Sheffield, which clearly communicates the city's transport ambitions to everyone who lives, works, learns in or visits Sheffield.
- Notes the importance of adopting a shared Vision which will enable prioritisation and delivery of the City's ambitious transport programme.
- Endorses the Sheffield Transport Vision document.

Background Papers:

Appendix A - *The Sheffield Transport Vision, Sheffield City Council*

Appendix B – *Sheffield Transport Vision Equality Impact Assessment (ref 2627)*

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed.	Finance: <i>Holly Nicholl</i>
		Legal: <i>Richard Cannon</i>
		Equalities & Consultation: <i>Ed Sexton</i>
		Climate: <i>Laura Ellendale</i>
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	SLB member who approved submission:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Cllr Ben Miskell</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Gemma Carl</i>	Job Title: <i>Senior Transport Planner</i>
	Date: <i>20 February 2024</i>	

1. PROPOSAL

Background to the Sheffield Transport Vision

- 1.1 The Sheffield Transport Strategy was adopted by the Council in 2019 and looks forward to 2035. The ambitions and policies of the Strategy are still very relevant and valid, and good progress has been made over the last 5 years in delivering on many of the actions, with significant investment being made in our transport networks. The Strategy has enabled us to secure funding through programmes such as the Transforming Cities Fund and City Region Sustainable Transport Settlement, to begin delivery of the transformative transport infrastructure which will create high quality, convenient and safer routes and to walk, wheel and cycle for our everyday journeys, and to make using public transport an attractive travel option for everyone. These are being delivered through our 'Connecting Sheffield' programme.
- 1.2 There is of course much more to do, and since the Transport Strategy was adopted, the Council has developed a number of new strategies, goals, and policies in response to more recently emerging priorities, around climate change, sustainability, and delivering city growth. This is in addition to regional and national policy shifts which determine opportunities to lever in funding to support delivery of our ambitious transport programme.
- 1.3 It is within this context that the opportunity has been taken to develop a new Sheffield Transport Vision which not only reinforces and builds on the ambitions of the adopted Transport Strategy but aligns those with the strategic objectives in more recent strategies which set out the wider plans for Sheffield. The new Vision is needed to set out what we want Sheffield's transport systems to look like by 2035, and explain why, and clearly define what we need to do to achieve that.
- 1.4 First and foremost, the substantial work undertaken to develop the Draft *Sheffield City Goals* has confirmed the significant enabling role that transport and connectivity have in ensuring that everyone can access opportunities in their own neighbourhoods and across the city. As such, the principles of these city narratives have been very clearly embedded into the Sheffield Transport Vision and are central to the priorities outlined in the Vision.
- 1.5 The Sheffield Transport Strategy 2019 recognises the need for urgent action in relation to the declaration of a Climate Emergency, however the Council has now produced their *10 Point Plan for Climate Action*, followed by the *Decarbonisation Strategy Route Map for The Way we Travel*. This sets out how Sheffield will contribute towards tackling the climate emergency and support the transition towards net zero. It is crucial that the Transport Vision is aligned with these priorities to

support the delivery of schemes and programmes which will help to achieve the Council's challenging targets.

- 1.6 The *Sheffield Local Plan* was submitted to Government for Inspection in October 2023. The Plan is expected to enable 35,530 homes to be built and 43,000 new jobs to be created by 2039, with a significant focus on the Central Area. Better connectivity is crucial to delivering the city's growth ambitions and a shift to more sustainable ways of travelling is at the heart of the Sheffield Plan, not only to cut carbon emissions, but also to create safer, people friendly neighbourhoods and reduce congestion. Aligning the Sheffield Transport Vision with the priorities of the Sheffield Plan will contribute towards bringing forward accessible, well connected, sustainable developments, which reduce the negative transport impacts of growth.
- 1.7 A new *South Yorkshire Local Transport Plan (LTP)* will be developed in 2024. This work is being led by the South Yorkshire Mayoral Combined Authority (SYMCA), with input from each of the four South Yorkshire Districts. Agreement of a shared Sheffield Transport Vision, which establishes Sheffield's transport priorities and needs over the next 10 years will enable the Council to positively input to the development of the new LTP. This is critical if we are to continue to secure the funding and resources required to deliver our ambitious transport programme alongside our partners at SYMCA, and to influence the longer-term transport priorities for South Yorkshire, recognising Sheffield's important role as an economic driver in the wider city region.
- 1.8 In addition, it is worth noting the work undertaken by SCC Public Health with TRC Members in February 2023 to understand barriers and enablers to communicating safer, more sustainable environments and journeys. One of the key findings of this work was that there is insufficient public understanding of the Council's overall vision for Sheffield. This further demonstrates the need for a new Transport Vision document which clearly sets out Sheffield's transport needs – what we want for Sheffield, why it is important, and how we will get there - and consolidates the city's narratives around our transport priorities, in the context of the city's wider growth and sustainability ambitions.

Developing the Sheffield Transport Vision

- 1.9 A collaborative approach has been taken to the development of The Sheffield Transport Vision (attached at Appendix A), working with Members across the TRC Committee to ensure that the Vision truly reflects the collective priorities of the Committee. Establishing this as a joint Vision is crucial to enabling the delivery of our ambitious transport programme.
- 1.10 At the heart of the new Vision are the three drivers of our Draft *Council Plan (2024-2028)*, ensuring that the investment the Council makes over the life of the Sheffield Transport Strategy will deliver for Sheffield's

People, benefit the city's *Prosperity*, and protect the *Planet*, where a focus on connectivity and placemaking is a catalyst for wider city transformation.

- 1.11 The new Vision identifies the key strategic transport priorities, with an overarching aim that by 2035, the city should have a transport network that is safe, reliable and low-carbon. It also clearly sets out more specific transport priorities relating to travel around local neighbourhoods, travel in and around the city centre, travel across Sheffield and South Yorkshire, and for trips beyond Sheffield to other cities and regions. To deliver on these priorities, will require major investment in our transport system, and the new Sheffield Transport Vision will support the Council in securing the investment and funding required to achieve that.
- 1.12 The Transport Vision identifies broadly what will be delivered in the next 5 years to 10 years. A series of new Delivery Plans will be developed to set out in detail what will be delivered, where, and how. The first of these includes The Road Safety Action Plan, and work is being undertaken to agree the initial engagement proposals for the Sheffield Active Travel Infrastructure Plan.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 This Vision is needed to enable effective communication of the Council's transport priorities for Sheffield, secure scheme funding, and subsequently deliver improvements for the people of Sheffield.
- 2.2 The Vision will directly support delivery of the policies set out in the Sheffield Transport Strategy 2019.
- 2.3 The Vision will contribute to achieving the goals and objectives within the Decarbonisation Strategy 'The Way We Travel' section, and the Draft Sheffield City Goals.
- 2.4 It will also ensure that Members are able to make decisions about future delivery plans and schemes, within the collectively agreed framework of the Sheffield Transport Vision, which is fully aligned with the broader city ambitions and goals.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The Sheffield Transport Vision has been co-developed, working closely with Members of the TRC Committee. This collaborative approach has been very effective in reaching agreement on a shared Transport Vision for the city.
- 3.2 This report deals with the development of an overarching Transport Vision, which aims to consolidate the city's transport priorities, aligning with existing strategic transport objectives, and building on

engagement already undertaken in relation to other Council strategies and plans.

The Vision aligns with the collective ambitions of the TRC Committee, with a key emphasis on enabling delivery. It is not therefore proposed that any direct consultation is undertaken on the Vision itself. However, there will be opportunities for people to have their say as the Delivery Plans come forward, as well as consultations on individual schemes, to ensure that they meet the needs of the city and its residents.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 The individual Strategies and Plans that this Vision is built around have all had Equality Impact Assessments (EIAs) undertaken during their development. The assessment of the Sheffield Transport Strategy (2019) established a widespread impact particularly around age, disability, health, poverty, race, sex, and sexual orientation. The implications have been fully considered and the impacts of the Strategy are positive in equality terms, providing policies and actions which are intended to provide safe and attractive travel choices for all, whilst being conscious of the changing population trends in Sheffield. As an overarching document, the Vision overlays and builds upon the actions and priorities as set out in the Transport Strategy (2019). In relation to equality impacts the Vision does not change this fundamental approach, and the matters identified in the existing EIA are directly applicable to the Vision. This is summarised in the initial EIA at Appendix B.

4.1.2 By delivering interventions that reduce barriers, transport will play a key role in providing better access to jobs, training, education, health care and leisure activities for all. This means providing a transport system which enables people to move around the city by public transport, walking and wheeling, with a greater focus on accessibility, affordability, and safety. The Sheffield Transport Vision reinforces these values and priorities and sets out a delivery plan which seeks to ensure that by 2035 Sheffield's transport network helps everyone to access the opportunities that enable them to live happy, fulfilling lives.

4.1.3 Future projects and schemes emerging from the transport strategies will consider equality issues as they are developed, and where required will be subject to EIA as they are taken forward for approval.

4.2 Financial and Commercial Implications

4.2.1 There are no new financial implications arising from the development of the Sheffield Transport Vision, as this is primarily about aligning and communicating Sheffield's transport priorities. The financial implications of funding bids, delivery plans and schemes emerging

from this Vision and the existing transport strategies will be reported to Committee as they come forward.

4.3 Legal Implications

4.3.1 There are no new legal implications arising from the development of the Sheffield Transport Vision, as this proposal is primarily about aligning and communicating Sheffield's transport priorities. The implementation of the individual schemes referred to therein will, where necessary, be the subject of their own decision making processes which will be carried out in accordance with the relevant statutory requirements and in accordance with the Council's constitution.

4.4 Climate Implications

4.4.1 The Sheffield Transport Vision is primarily about aligning and communicating Sheffield's transport priorities. These have been aligned with the priorities set out in the Decarbonisation Route Map for The Way we Travel, and initial/full Climate Impact Assessments will be prepared that capture the likely impact of schemes themselves, proposed in line with the vision, as they are designed, developed and delivered.

4.4.2 It was therefore agreed that undertaking a Climate Impact Assessment using the CIA tool was not considered to be appropriate, and that we would set out the impact context within this section of the report only.

4.4.3 Sheffield has set a target to become a net zero city by 2030. In 2017, Transport emissions account for 26% on Sheffield. 60% of journeys were being made by car, and around 40% of these were less than 1km in distance (a 10–12 minute walk). Between 2017 and 2021 (the latest year for which data is available) transport emissions in Sheffield have reduced by 15.9%, to 22% of city emissions that year, but we still need to reduce our annual transport emissions by a further 541 ktCO₂e by 2030.

4.4.4 While decarbonising vehicles will achieve the greatest reduction in emissions, it will take longer than we need, and does not address other transport related concerns such as congestion and parking. We therefore also need to change how we travel from a polluting mode to less polluting modes by increasing active travel, improving public transport to increase patronage, and consolidating how goods move within our city.

4.4.5 The way we travel relies heavily on behaviour change: the decision to travel by foot, wheels or public transport instead of drive needs to be taken daily. The Council has a role to play to enable and encourage modal shift and support residents to take up more sustainable modes of travel. How we engage citizens and bring them along with us by increasing understanding and clearly communicating our vision and intentions is critical to fulfilling this role.

- 4.4.6 The Sheffield Transport Vision sets out the climate-related challenges, explains how both the challenges and solutions link to other transport challenges, and communicates how we can transform our transport system to achieve all these linked benefits.
- 4.4.7 By increasing citizen understanding, engagement and buy-in of transport schemes that deliver positive climate outcomes, the Sheffield Transport Vision plays a significant enabling role for future schemes that could deliver significant reductions in transport emissions delivered at an increased pace and scale over the coming years.

4.5 Other Implications

- 4.5.1 There are no other implications arising from the development of the Sheffield Transport Vision.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The alternative option would have been to undertake a full review of the existing Transport Strategy. This option was not felt to be appropriate at this time, partly because of the imminent development of the next statutory South Yorkshire Local Transport Plan which will be the reference point for national government transport investment in South Yorkshire, but also because the key elements of the existing Sheffield Transport Strategy are still very valid.
- 5.2 The emergence of the new broader strategies and policies outlined in this report means that it is more important at this stage to align our overarching priorities, building a clear narrative for the city.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The purpose of the proposed Sheffield Transport Vision is to provide an overarching narrative which clearly communicates the shared transport ambitions and priorities for the city to 2035. The Vision has been carefully aligned with more recently emerging city ambitions and broader priorities relating to climate change, growth and sustainability, and underpinning the priorities set out in the adopted Transport Strategy.
- 6.2 As outlined in paragraph 5.1, a full refresh of the Transport Strategy is not considered appropriate at this point in time, when the focus must be on successfully delivering our ambitious transport programme for the benefit of the city and its people.
- 6.3 Adopting a shared Transport Vision which consolidates and reinforces the TRC Committee's collective priorities will strengthen our ability to influence decision makers both at a regional and national level to secure the best deal for the people of Sheffield in future. It will also ensure that Members are able to make decisions about future delivery

plans and schemes, within the collectively agreed framework of the Transport Vision, which is fully aligned with the broader city ambitions and goals.

It is therefore recommended that Committee:

- 6.4
- Notes the collaborative work undertaken to agree a shared Transport Vision for Sheffield, which clearly communicates the city's transport ambitions to everyone who lives, works, learns in, or visits Sheffield.
 - Notes the importance of adopting a new shared Vision which will enable prioritisation and delivery of the City's ambitious transport programme.
 - Endorses the Sheffield Transport Vision document.

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Sheffield Transport Vision

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For our People, our Prosperity, and our Planet:
why we are working to create a safe, reliable and
low-carbon transport network for everyone in Sheffield

March 2024

Sheffield

Foreword

Sheffield needs a safe, reliable and low-carbon transport system.

Sheffield is a fantastic place to live, work and visit. We're a city on the up, full of ambition and talent. We have amazing natural and cultural assets, and we have a bright future ahead of us.

But after more than a decade of under investment in transport from central government, it's clear that our ambitions as a city are being held back. Thousands of us rely on public transport every day and we want to make the system better for you. We need safer pavements and roads, particularly for pedestrians, cyclists and for our younger and older residents.

Sheffield deserves a modern transport network which supports the ambitions of our residents and the potential of our businesses. We need a transport network which gets our city on the move, supporting people to travel quickly, safely and affordably. We want to provide genuine, reliable and sustainable ways of travelling in our city and beyond.

It's vital that we develop a reliable, low-carbon transport network, fit for the rest of this century.

This Transport Vision explains how we will get there.

Our vision for Sheffield's transport network is bold and ambitious. It's the collective vision of the entire Council administration and is supported by Councillors from across the city. We all want the same outcome: a modern transport network which works for our people, builds our prosperity, and helps to protect the planet.

Our vision for transport in Sheffield is closely aligned with the Mayor of South Yorkshire's plans for transport across the region, with a connected and prosperous Sheffield at its heart. We will work closely with the Mayor to bring Supertram back under public operation, drive forward plans for greater public control over buses in South Yorkshire and invest in the transition to a zero-carbon transport network. We will also work together to develop new proposals to expand our tram network.

Together, we will make the case to central government that Sheffield and South Yorkshire deserve a fair deal.

We know what a world-class transport network looks like. Around the world, the most successful cities understand the importance of investing in sustainable

transport networks which are reliable, easy to use, and which offer a range of travel options. We want Sheffield's residents and visitors to be able to have those same choices.

Our commitment to you is that we will work with you, the people of Sheffield, to deliver our future transport network so that you have better, safer, and more reliable travel options than you have today. The rest of this document tells you more about what we'll do, when and how, and how you can get involved.

Together, we can make this happen and build the modern transport network that our city needs and deserves.



Councillor Tom Hunt,
Leader of the Council



Councillor Ben Miskell,
Chair of the Transport,
Regeneration and Climate
Policy Committee

Introduction

Why we want a safe, reliable and low-carbon transport network for everyone in Sheffield.

Purpose of this Transport Vision

This document is Sheffield City Council's new vision for transport. It tells you what we want our city's transport network to look like by 2035 and why. It tells you what we want to do to get there, and how you can get involved.

This is a new vision from a new administration, developed by consensus through the Council's committee system.

Our new vision for transport builds on the Council's existing plans and policies, to tackle the climate emergency and deliver reliable clean journeys for everyone, including:

- The Sheffield Transport Strategy (2019-2035)
- The Net Zero Sheffield: Decarbonisation Routemap (2023-2025)
- The Draft Council Plan (2024-2028)
- The Emerging Draft Sheffield Local Plan (2024-2039)
- The Sheffield City Goals

People, Prosperity and Planet: what we want to achieve

We are already working hard to make it easier for you to get around Sheffield. On busy routes such as London Road and Broadfield Road, we've made bus journeys more reliable and pedestrian crossings safer. Our award-winning Grey to Green walking and cycling routes have brought new life to a once grey corner of Sheffield. This spring we will relaunch the City Connect bus service with a fully electric fleet. But this is only the beginning.

By 2035, we want our city to have a transport network that is safe, reliable and low-carbon – a network that you can be proud of.

To get there, we will need to make major investments in our transport network. They will be focussed on the three drivers of our Council Plan: they will deliver for our **People**, benefit our city's **Prosperity**, and protect our **Planet**.

The next page shows what we mean by prioritising People, Prosperity and Planet in the choices we'll make in the years ahead.

What it means for you

This year we'll develop more detailed plans to show you how we'll put our vision for transport into practice. For example, we'll publish a new

Road Safety Plan, and consult on our city-wide active travel network. We'll also work with the South Yorkshire Mayor on a new vision for the tram, a bus service improvement plan, and a plan to expand electric vehicle infrastructure.

Most importantly, we'll start delivering on the ground. Through our **Connecting Sheffield** programme, we're already taking the first steps to transform the future of travel in our city.

Throughout, we'll work with you, the people of Sheffield, to deliver the transport network our city needs. We're committed to engaging with our communities at an early stage to develop improvements that are right for our future. We'll be consulting you regularly using the [Connecting Sheffield website](#), where you can sign up to receive the latest updates.

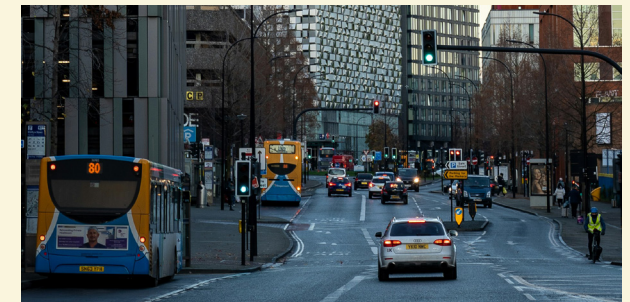


Photo by Benjamin Elliott on Unsplash

What we want to achieve

Your Journey Now

"Travelling around Sheffield with a small child can be difficult. A lot of the things I need are quite close-by, which I love because it means I can walk a lot. Uneven footpaths, parked cars blocking pavements and kerbs are extra difficult with a pushchair.

There's also very little space for pushchairs on public transport, especially during rush hour. If it's already taken, I have no choice but to wait for another. It just makes everything take a lot more planning, effort and time."

- A parent

Your Journey Ten Years From Now

"I love how easy it is to walk around Sheffield with a small child. Pavements and crossings are easy to use. With the new vehicles and improved stops they've introduced it's also much easier to take the bus or tram with a small child.

The streets in our neighbourhood are all very safe. There is less speeding traffic and better lighting. Once my child starts primary school, we'll probably walk there most days. When they're old enough they can walk by themselves, which will be great for their independence."

- A parent

Our transport vision will benefit our People, our Prosperity and our Planet



 **People**

We want our transport network to work for you, wherever you live or work in the city.

This means:

- We will help all our residents access the opportunities that enable them to live happy, fulfilling lives.
- We will give everyone clean air to breathe and more opportunities to build some physical activity into your daily life.
- We will make our roads safer and our streets more secure. We will especially prioritise the safety of our most vulnerable road users, including people walking, wheeling and cycling, and children and older residents.
- We will work with South Yorkshire's Mayor to improve our public transport network to make it more reliable, accessible, affordable and easy to use for everyone.



 **Prosperity**

We want our transport network to support our businesses, help create more jobs and to shape a thriving city centre and local centres.

This means:

- We need a transport network which gives our businesses excellent access to workers, suppliers and customers, and helps attract new businesses to the city.
- We will work with South Yorkshire's Mayor to modernise and expand our Supertram network.
- We will create a thriving, liveable and sustainable city centre, home to a fast-growing population and economy (supporting our City Centre Strategic Vision and the Draft Local Plan).
- We will work with South Yorkshire's Mayor and central Government, to ensure Sheffield gets the fast and frequent road and rail connections to other towns cities and towns we deserve.



 **Planet**

We want our transport network to provide attractive, low emission travel options, support good health, and be adaptable to a changing climate.

This means:

- We will provide genuine, reliable and sustainable alternatives to driving, enabling you to use your car less, if you have one, and giving you better travel options if you don't.
- We will ensure our transport network is resilient and able to cope with disruptions, such as flooding events which may become increasingly common in the future.
- We will support the transition to electric and low-emission modes of travel, and become a leading city in the journey to net zero.
- We will make sure new housing and employment developments in our growing city are designed sustainably, with low-carbon travel options available to everyone.

Our transport vision: what it will look like



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Accessible pavements for people using wheelchairs and pushchairs



Better pedestrian crossings



Convenient bus services, accessible vehicles and safe bus shelters

More outdoor space for seating, eating and drinking

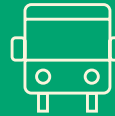


Safe travel to school

Easy walking, wheeling and cycling access to local shops and services



'Tap and cap' contactless payments



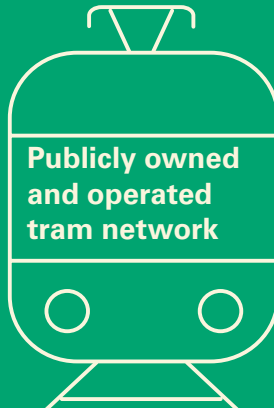
Reliable bus journeys



More Park and Ride spaces



Easy interchange to and from public transport



Publicly owned and operated tram network

Potential new rail or tram services to Stocksbridge and Beighton / Killamarsh



Cycle hire (including e-bikes)



More sustainable deliveries (cargo bikes & electric vans)



Widely available electric car and van charging



A car share scheme in the city centre



Safer roads



Safe, easy-to-follow, largely segregated cycleways

To create a thriving city, we need to tackle the negative impacts of traffic

Many of us feel like our only choice is to drive – so we all end up stuck in congestion.

Congestion is a major concern for our city, and impacts all forms of travel. Because many of us have little option but to drive, the number of car trips on our roads has steadily increased in the last decade.

Unreliable journeys impact us in many ways. Whether we travel by car or bus, it can make us late for work or appointments, or limit the time we can spend with our loved ones. If congestion continues to increase, it could significantly curb our city's prosperity, as it limits our businesses' access to jobs, to suppliers, and to customers.

Congestion also makes our buses unreliable which makes them less attractive, leading to a vicious cycle of more car use and less viable bus services.

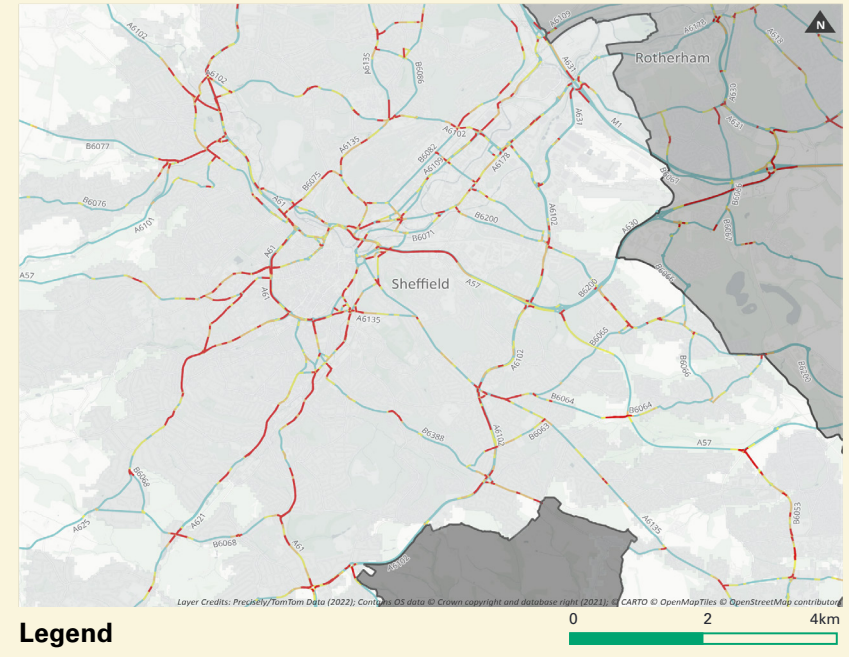
A study by the Centre for Economics and Business Research and INRIX¹ found that congestion cost the UK economy over £20 billion per year. Around 60% of this cost falls on households through increased fuel

consumption and wasted time, with the remainder falling on businesses, leading to higher prices for goods and services.

Congestion on our roads doesn't just impact current drivers; more concerningly, it could end up restricting our city's growth, leaving us all worse off. Future growth of our prized advanced manufacturing sector will be limited if we don't tackle congestion on the M1 junctions. Congestion on the Inner Ring Road also holds back our city's productivity, and can make travelling into the city centre on foot or by bike an unpleasant experience.

All this traffic and congestion is also bad for our health and environment: creating noise, dirty air and high levels of greenhouse gas emissions which are contributing to our changing climate. Local neighbourhoods are also impacted by speeding traffic and anti-social parking near junctions or on pavements, which make our streets less safe for everyone.

¹ Centre for Economics and Business Research / INRIX (2013), *Costs of Congestion*.



Legend

AM Peak Speeds as a Percent of Free Flow Speeds (2022)



Our buses should be an attractive travel option for everyone in Sheffield.

Too many of us feel that we cannot rely on buses for our daily lives, whether it's to travel to work, to shop, or to visit friends. This has led to a steady decline in bus journeys in Sheffield.

Over 5,900 people responded to the 2020 South Yorkshire Bus Review, and the overwhelming majority stated that they want a well-run, well-used, well-funded bus network for the region. Reliable, frequent buses are especially important for residents who have no other option.

There is much to do to create a better bus service but one of the ways we can ensure that buses are reliable, punctual and quicker is to provide buses with priority on our roads to minimise delay and speed up journeys.

Deaths and serious injuries on our roads are preventable, not inevitable

We can stop people being killed or seriously hurt on our roads.

Road traffic collisions are a main cause of death and serious injury in Sheffield. Behind every statistic, there is a family or loved one, torn apart by pain, grief and trauma.

Not only do road traffic collisions directly impact those involved, but their impact can also be seen in large economic costs to the public purse, and severe congestion and disruption. According to Department for Transport estimates, road traffic collisions in Sheffield cost the city over £126 million in 2022 alone¹.

Many people also feel unsafe walking, wheeling, or cycling in Sheffield, and so feel like their only option is to drive.

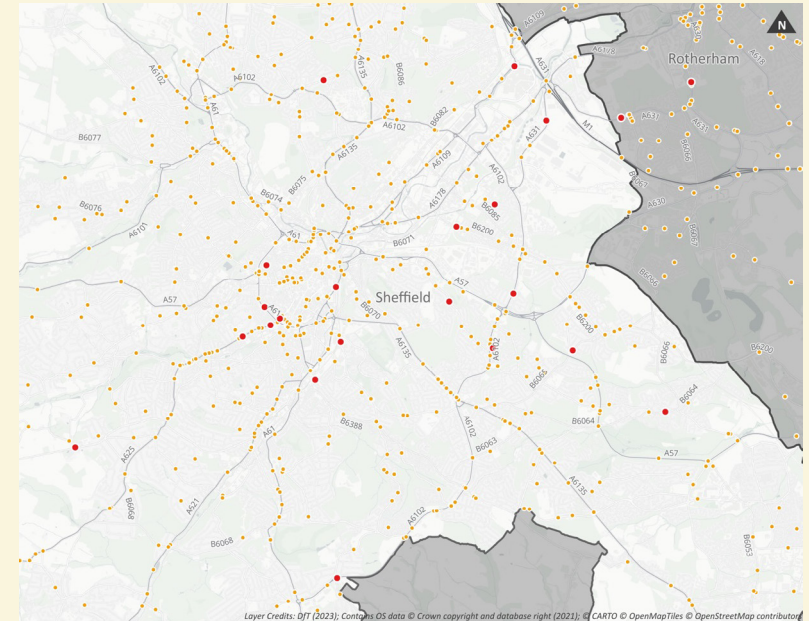
Together with other authorities in South Yorkshire, Sheffield has committed to Vision Zero – an aspiration to end all deaths and serious injuries on our roads. The lasting damage caused by road collisions can be greatly reduced by making roads safer, reducing speeding and responding quickly to incidents.

As the table shows, road safety has improved in the past 5 years, but we still have a long way to go to Vision Zero. As the map shows, fatal and serious injury collisions occur on all parts of our road network.

Mistakes will always happen – we are only human – but if our speed is appropriate, we're not distracted, our vehicles are safe, and our roads are well maintained and engineered, then we've got the best possible chance of avoiding serious injury or worse should a collision occur.

Year	Fatal	Serious injury	Slight injury	Total casualties
2018	20	328	941	1289
2019	14	383	794	1191
2020	8	247	715	970
2021	13	222	723	958
2022	8	298	673	979

¹ Draft Sheffield City Council Road Safety Plan (March 2024)



Legend

Road traffic collisions by severity (2020-22)

- Serious injury
- Fatal

To deliver the growing, thriving Sheffield we all want, we need to get transport right

A reliable, affordable and sustainable transport network is key to a thriving, growing Sheffield.

Sheffield is a city on the move. It has huge potential. We want to enable businesses to grow and create more good jobs in the city, and we want to make sure our young people can have successful careers here. That is why we submitted our draft new Local Plan to the Government in October 2023, which will enable 35,530 homes to be built and 43,000 new jobs to be created by 2039. Most of this growth will take place within the city centre.

Better transport infrastructure is crucial to delivering the new development proposed in our Local Plan and our City Centre Strategic Vision, with many of the policies designed to support the creation of neighbourhoods where everyday needs can be met within a short walk or cycle ride, without always needing to use a car. A shift to more sustainable ways of travelling is at the heart of the Local Plan, not only to cut carbon emissions, but also to create safer, people friendly neighbourhoods and reduce congestion.

The economic benefits of shifting to more journeys by public transport, cycling and walking are now well understood. As the National Infrastructure Commission suggests¹: existing road space is full, and there is no practical way of increasing road space in densely built up areas. The only way to facilitate more trips, is by travelling

on more space efficient modes, that allow more people to access high demand areas at peak times.

We also know that investing in walking, cycling and a better public realm – instead of trying to solve congestion with expensive and disruptive road widening – isn't just more space-efficient; it's good for local businesses, too. Put simply, places that are walking, wheeling and cycling friendly are more pleasant to spend time in.

The evidence is clear: Europe's most economically prosperous cities – such as Amsterdam, Paris, Munich and Barcelona – are also the most walkable. There is no reason Sheffield couldn't join them.

In the UK, well-planned improvements to public spaces within town and city centres have been shown to boost commercial trading by up to a third². In Piccadilly, Stoke-on-Trent, a £10 million investment to make the area more pedestrian-friendly led to 30% more footfall. In Altrincham, Greater Manchester, £15m of public realm investment increased footfall by 25% and reduced shop vacancy rates from 30% in 2010 to less than 8% in 2017². With our current investments in the city centre, we want to achieve the same outcomes.

¹ National Infrastructure Commission (2022), *Getting Cities Moving: Adaptive transport solutions for an uncertain future*

² *Living Streets* (2018), *The Pedestrian Pound: The business case for better streets and places*

Public transport has a far higher capacity than car travel on the same amount of road space

Typical maximum capacity per lane (inbound passengers per hour)



Car 720



Bus 1,800



Bus rapid transit 2,100



Tram 2,880

Source: Steer (2018) for the National Infrastructure Commission

We want Sheffield to have a clean, green transport network that works for everyone

We want Sheffield to lead by example to tackle the climate emergency.

Sheffield is already experiencing the impacts of climate change, with extreme flooding and heat events both becoming more common in our city. These changes in weather can cause lots of disruption to our daily lives, including damage to properties and infrastructure. In extreme circumstances, it can lead to loss of life.

Sheffield City Council declared a climate emergency in 2019, introduced a Clean Air zone in 2023, and has set an ambitious target to become a net zero carbon city by 2030. You can read more detail on the city's plans in [Net Zero Sheffield: Decarbonisation Routemap 2023-25](#).

More than a quarter of all Sheffield's carbon emissions come from transport (based on 2017 figures), and the vast majority of these are from cars, vans and lorries. We will therefore need to transform the way that people and goods move around the city if we are to achieve our 2030 target.

This will mean:

- More walking, wheeling, cycling, public transport journeys and car sharing.
- More freight moved by rail and local deliveries organised in a way that minimises emissions.

- A rapid transition to low and zero-emission vehicles (for cars, buses, taxis, vans and lorries).

These changes won't just help us to tackle the climate emergency but will also create a more inclusive city with cleaner air, less noise and congestion from traffic, and safer and more pleasant streets and neighbourhoods.

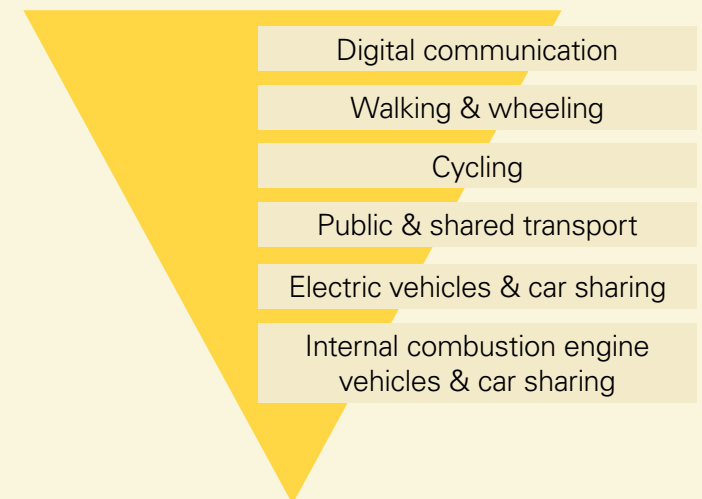
Our transition to net zero should be fair and just.

Our transition to a cleaner, greener transport network needs to work for all of you. We need to be very conscious of the needs of Sheffielders with specific requirements:

- **Disabled people and people with restricted mobility**, including older people. We will design new infrastructure and services to be accessible for everyone; and to ensure that people with mobility difficulties who need to use a car, have access to disabled parking facilities.
- **People on low incomes**. We will need to ensure that Sheffielders who do not work or are on low incomes have access to affordable and sustainable transport options. We will need to ensure that public transport, and shared transport options such as car clubs and cycle hire schemes are affordable and easy to use for all of you.

- **Businesses who are heavily dependent on vehicles**, such as vans, lorries and taxis/private hire vehicles. We need to give businesses the right support to transition their vehicle fleets to low-emission alternatives (including high quality electric vehicle charging infrastructure) and to provide appropriate levels of access for their customers.

The Sustainable Travel Hierarchy is a useful tool to help us think about net zero travel and visualise the journey reduction and modal shift that needs to happen. The higher up the hierarchy, the more sustainable and greener the travel option.



Our Priorities

Your Journey Now

"For my business I drive all over Sheffield to make deliveries with my van. The workday can be hard to predict sometimes, depending on how congested the roads are. Yesterday there was a fatal crash on the Inner Ring Road, and I got delayed so badly I had to cancel on my last customer.

My van has done a lot of miles, so I think I'll have to replace it next year. I've been thinking about maybe buying an electric van, but I don't know if I can rely on it for so many trips across the city. I don't want to run out of charge while I'm in the middle of my deliveries!"

- A business owner

Your Journey Ten Years From Now

"I run a small deliveries business, so I'm on the road all day. In the past few years it's become much easier to run a business like mine in Sheffield. There's a lot less disruption on the Inner Ring Road during peak times. It must be because so many more people are taking the bus or cycling nowadays.

I recently replaced my old diesel van with a new electric van. It's been a great investment! It's very cheap to run, and I know I can charge it easily and quickly wherever I am in the city. Plus, it's great to be able to do my bit for the environment and cleaner air in Sheffield."

- A business owner

Our priorities for neighbourhoods and local journeys



We want our streets to be safe, inclusive and accessible for everyone

This means:

We want our streets to be easy to navigate for everyone, including people using wheelchairs or mobility aids, blind or partially sighted people, and residents walking with young children in prams.

We want our streets to be safe places after dark. Our streets should be well-lit and have as much natural surveillance from passers-by as possible.

We will work with schools to make the streets around them safer and healthier, enabling more pupils to safely walk or cycle, and reducing air pollution and problem parking.

We believe that deaths and serious injuries on our roads are preventable, not inevitable. Every fatality or serious injury on our roads is one too many.

We will ensure residential parking is effectively managed: maintaining good access to homes, whilst ensuring pavements are accessible and clear from anti-social parking, including for people using wheelchairs or other mobility aids.

We will trial on-street charging solutions to meet residential charging needs as more people switch to electric vehicles, as an alternative to trailing charging cables across pavements which we do not permit.

We want to make it easy and pleasant to walk, wheel and cycle, so that you don't have to drive for local trips

This means:

We want to give our residents increased choice over how you travel by making walking, wheeling and cycling to local shops, services and schools much easier and safer.

We will work with South Yorkshire's Mayor to improve local bus services. That includes getting the basics right, including convenient services, accessible vehicles, and safe bus shelters

We will work with residents and South Yorkshire Police to tackle bike theft and will install more on-street secure cycle parking.

We will work with the people of Sheffield to make a fair and just transition to Net Zero and develop our proposals.

We want our public spaces to be full of life

This means:

We will ensure our public spaces – including high streets and local shopping streets – are well maintained and inviting, encouraging people to spend time and support our local businesses.

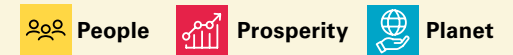
We will encourage more outdoor seating, eating and drinking, and community spaces on our local high streets.



We want our streets to be easy to navigate and safe to cross for everyone.


Source: Steer


Our priorities for city centre journeys





We want Sheffield city centre to be a place where you don't need a car to get around


This means:


 For all transport decisions we make, we will use the Sustainable Travel Hierarchy defined in our Decarbonisation Routemap (see page 10) – with the least polluting mode of transport as the top priority.

 We will explore options to deliver a new car share scheme in Sheffield City Centre, creating new options for residents who only need to use a car occasionally without needing to own (and park) one.

 We will ensure the design of all our city centre streets supports our goal of zero fatalities and serious injuries.


 We will relaunch the City Connect bus service, with a fully electric fleet, in Spring 2024.


 We will support businesses to consolidate freight movements and organise local deliveries in a way that minimises emissions.


 We will explore options to deliver a cycle hire scheme in Sheffield, connecting the city centre, our universities, and major employment areas.


We want everyone in Sheffield to have reliable, sustainable transport options to access the city centre


This means:


 We will enable buses to bypass congestion on the Inner Ring Road, making them much more reliable.


 We will deliver new and improved crossing points for people walking, wheeling and cycling into the city centre from the suburbs, including sight impaired people and people using mobility aids.

 We will give better priority to buses and coaches in the city centre so they are reliable and convenient for passengers.

 We will connect the city centre to the suburbs with easy-to-follow, largely segregated cycleways, to better connect people to jobs, education and leisure and reduce congestion.


 We will work with South Yorkshire's Mayor to completely renew our Supertram network, including the renewal of tracks, points, vehicles, stops and passenger information.


 We will explore opportunities for new extensions to the Supertram network, connecting to new city centre developments and the Hallamshire Hospital.


 We will improve walking, wheeling and cycling connections between Sheffield station and nearby neighbourhoods.

Great cities have great streets, designed for people, not just vehicles

This means:

 We will encourage more outdoor seating, eating and drinking in the city centre. We will build upon the success of recent changes such as Division Street, to create more spaces in the city centre for people to enjoy.

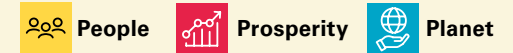
 We will continue the delivery of the Clean Air Zone in the city centre for the most polluting goods vehicles, vans, buses, coaches and taxis. This will ensure we all have cleaner air to breathe when we spend time in the city centre.

 We will review the 2018 Sheffield Parking Strategy to ensure it continues to meet the needs of residents, visitors and businesses in the city centre.



We will create more spaces in the city centre for people to enjoy, following the lead of Europe's most liveable and economically successful cities.
Source: Steer

Our priorities for journeys across Sheffield



We want a reliable, modern public transport network that gets more people to the places they want to go

This means:

We want bus services to provide a reliable service, so people can use them to get to work, education and for leisure without worrying if they are going to turn up or get stuck in traffic.

We will work with South Yorkshire's Mayor to review options for greater public control over bus services, frequencies, timetabling and ticketing, which we believe to be essential for creating a more attractive service.

We will help speed up buses and make them more reliable, by introducing new bus priority measures on major bus routes, including bus lanes and traffic signal improvements.

We will work with South Yorkshire's Mayor to take the Supertram back under public operation this year, and completely renew the network to provide a better passenger experience for tram users.

We will work with South Yorkshire's Mayor and Central Government to deliver a new station at Waverley.

We will work with South Yorkshire's Mayor and Central Government to restore the Don Valley line to Stocksbridge and the Barrow Hill line to Chesterfield via Beighton and Killamarsh. Our preference is for these lines to become tram-train routes, with frequent connections into and across Sheffield City Centre.

We want a safer, greener transport network that helps everyone to leave healthier and happier lives

This means:

We will publish our new plan for a city-wide active travel network in 2024. We want walking, wheeling and cycling to be an attractive option for many more people in Sheffield, and we can only achieve that by delivering a connected network of door-to-door routes.

We will work with the Mayor to rapidly phase out older polluting buses and electrify South Yorkshire's bus fleet, such as through the Zero Emission Bus Regional Areas (ZEBRA) 2 scheme.

We will invest in the transition to zero-emission taxi and private hire transport by providing dedicated charging facilities.

We will work with South Yorkshire Police to tackle speeding and dangerous driving to make our roads safer for everyone.

We will support the roll-out of more public electric vehicle chargepoints, to help support more people to transition to electric vehicles.

We want a transport network that can deliver the growth our city needs

This means:

We will work with South Yorkshire's Mayor to expand park and ride capacity to meet demand at Meadowhall, Middlewood and Halfway.

We will ensure our highway network has the capacity to support a world-class Advanced Manufacturing Innovation District.

As part of 'Network North', we will work with the Government and National Highways to deliver the Sheffield City Region Innovation Corridor. This will relieve key Junctions on the M1, and enable new bus and cycling access to our Advanced Manufacturing Innovation District.



We want the Supertram network to contribute to our quality of life for everyone in the city. We will work with South Yorkshire's Mayor to investigate new potential tram-train extensions, including to Stocksbridge and Beighton / Killamarsh.

Source: Steer

Our priorities for journeys to the rest of South Yorkshire and beyond



People



Prosperity



Planet

We want a modern, financially sustainable Supertram to serve South Yorkshire

This means:



We will work with South Yorkshire's Mayor to improve the quality of the Supertram network to encourage more people to travel by tram.



We will work with South Yorkshire's Mayor to publish a long-term vision for the Supertram network (2030+), including potential new tram-train routes to Stocksbridge and Chesterfield via Beighton / Kiveton Park, and other potential new destinations.

Sheffield is open for business, so we need good access to other cities, ports and airports

This means:



We will work with the Government, Transport for the North, and South Yorkshire's Mayor to ensure the Northern Powerhouse Rail programme delivers transformational new rail connections between Sheffield and other cities in the North.



We will work with Network Rail and train operators to complete the improvements at Dore & Totley and on the Hope Valley Line, and deliver more frequent and more reliable train journeys to Manchester.



We will work with Network Rail and train operators to reinstate direct services to Manchester Airport.



We will work with National Highways to address longstanding congestion issues between junctions 33 and 34 of the M1, to create stronger links between the economies of Sheffield and Rotherham and ensure reliable freight access to ports.



We will continue to support National Highways' delivery of the safety, resilience and freight movement improvements on the A628 between Sheffield and Manchester.



We will work with South Yorkshire's Mayor and the City of Doncaster to enhance transport connections to a reopened Doncaster Sheffield Airport.

We will work with Central Government to deliver 'Network North' in place of High Speed 2

The Government has announced that High Speed 2 will no longer go to the North of England. The Government has instead committed to redirecting the savings from HS2 Phase 2 to benefit South Yorkshire and the rest of the North.

Delivering quickly on these alternative projects is vital for Sheffield. Our economic success and our ability to create more jobs depends on reliable, fast transport connections to other cities in the North and the rest of the country.

This means we will work with central Government to:



Deliver the electrification of the Midland Main Line to the Midlands and London, with improved rolling stock and air quality.



Double the number of trains between Hull and Sheffield.



Electrify the rail line to Leeds, with three to four fast trains an hour.



Electrify the rail line to Manchester, doubling capacity and reducing journey times from 51 to 42 minutes.

We will work with South Yorkshire's Mayor to:



Deliver the increased City Region Sustainable Transport Settlement 2 (CRSTS 2) for South Yorkshire, now worth £1.45bn.

How we'll get there

Your Journey Now

"My eyesight and my arthritis have worsened quite a bit, so two years ago I had to give up driving. Sadly I've become a lot less independent because of it, which I find hard to deal with sometimes.

I used to get the bus to the hospital sometimes, but they're just too unreliable and I can't keep missing important appointments. My daughter drives me now if she can make the time.

I can't walk very far anymore, but on a good day I still take the dog for a walk. To get to the park I need to cross a busy road, which scares me a bit."

- An elderly person

Your Journey Ten Years From Now

"I had to give up driving about two years ago when my health got worse. To be honest, I haven't really missed it. I love getting out and about and making the most of my bus pass.

I really like that I can use the bus to get to hospital appointments on my own. They're easy to use and comfortable for people like me. I'm glad I don't always have to rely on lifts from family – I might be nearly 80, but I'm still independent!

The new pedestrian crossing near our park is great too. I feel very safe when I take the dog for a walk."

- An elderly person

What we'll deliver in the next 5 years

– active travel and network management

We are already taking the first major steps towards our vision for transport, by delivering a major programme of improvements over the next 5 years. Following successful bids to central Government we have funding to start the work to transform our city. Over the coming years we will deliver (or develop more detailed plans for):

Connecting Sheffield – City Centre to Attercliffe and Darnall

We will deliver a planned cycling, walking and public transport improvements scheme to transform access to the growing employment, leisure and housing opportunities in the Lower Don Valley.

Connecting Sheffield – Nether Edge

We will deliver new cycling and walking routes connecting the city centre to Nether Edge, and via a spur through Broomhall, to the West End and the University of Sheffield and hospitals.

Connecting Sheffield – Magna to Tinsley

We will make it easier for you to travel between Magna, Tinsley and Meadowhall by walking, wheeling, cycling and public transport.

Connecting Sheffield – Northern Communities

We will provide a new walking, wheeling and cycling connection between the city centre and Northern General Hospital, and onwards to Penistone Road and Firth Park local centre.

Active Travel Fund corridors

We will deliver multiple new cycle routes between the city centre and the suburbs, funded through our successful bid to central Government's Active Travel Fund.

City Centre corridor

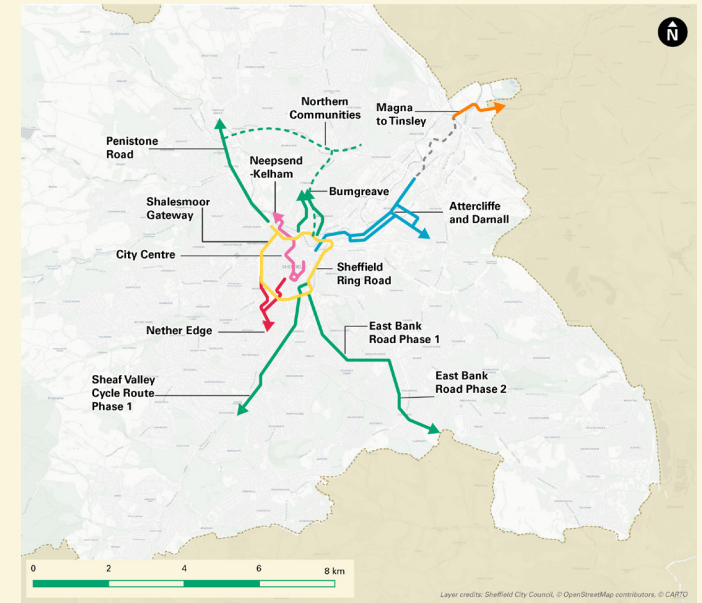
We will transform Sheffield City Centre into a greener, more accessible and attractive place to live, work and spend time. We will create new green spaces and direct, safe and attractive walking, wheeling and cycling routes. New bus corridors will simplify routes, allowing buses to cross the City Centre more quickly.

Shalesmoor Gateway

Subject to a funding decision by the Department for Transport, we will improve Shalesmoor Roundabout, Rutland Road junction, and the A61 dual carriageway between them, to provide priority for public transport, and improve safety for pedestrians and cyclists.

Inner Ring Road improvements

We will develop a long-term programme of major improvements on the Inner Ring Road, to speed up public transport, improve resilience, and make it easier to cross for people walking, wheeling and cycling.



-  Network improvements
-  Connecting Sheffield Darnall-Attercliffe-City Centre
-  Connecting Sheffield - Nether Edge
-  Connecting Sheffield - Tinsley
-  Connecting Sheffield - Northern Communities
-  Active Travel Fund corridors
-  City Centre Corridor

What we'll deliver in the next 5 years – public transport

In the next 5 years we will deliver (or develop more detailed plans for):

Supertram network renewals

The Supertram network will return to public ownership in March 2024; 30 years after the network opened and with much of the infrastructure needing an upgrade. We will work with South Yorkshire's Mayor, who is responsible for the Supertram network, to renew the tram network to guarantee its safety, reliability and attractiveness for the long term.

Bus corridor improvements

We will deliver a major programme of improvements along corridors to give greater priority for buses heading into the city centre from the southern suburbs, northern suburbs, and into the Advanced Manufacturing and Innovation District. This will reduce delays, make journeys more reliable, reduce congestion and improve air quality.

New station at Waverley

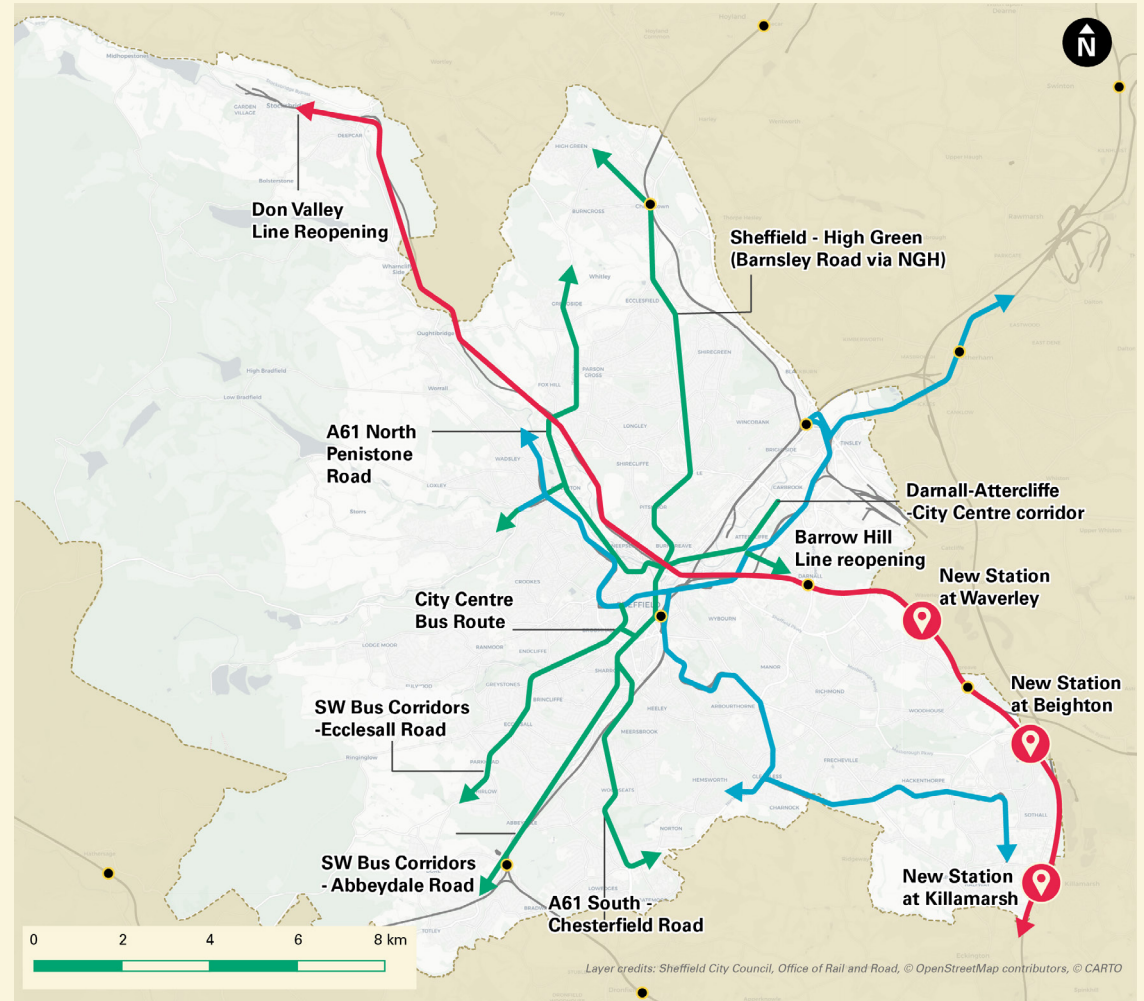
We will work with central Government and South Yorkshire's Mayor to deliver a new station at Waverley, for which funding was announced as part of 'Network North', to improve public transport access into the city centre.

Don Valley Line reopening

We will work with central Government and South Yorkshire's Mayor to develop the case for reopening the Upper Don Valley Rail Line to Stocksbridge. Our preference is for this line to become a tram-train line, which can deliver high-frequency services into the city centre that are seamlessly integrated with the rest of the Supertram network.

Barrow Hill Line reopening

We will work with central Government and South Yorkshire's Mayor to develop the case for reopening the Barrow Hill line to Chesterfield via Waverley, Beighton and Killamarsh. Our preference is for this line to become a tram-train line, which can deliver high-frequency services into the city centre that are seamlessly integrated with the rest of the Supertram network



- Supertram - network renewals
- Bus corridor improvements
- Rail line reopening



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What we'll deliver in the next 10 years

Planning ahead for the long term now

In 5 years' time, we want to be well underway with our programme of transport investments to deliver on our vision for a modern, reliable transport network for Sheffield. But our vision lasts beyond this, and we will need do a significant amount of further planning this year to identify what else we need to do to achieve our vision. We must think long-term by acting now.


The table on this page shows the plans we will publish, within the next 12 months, to further define our delivery ambitions for the rest of the decade ahead. Some of these plans will be developed by Sheffield City Council; others will cover the whole of South Yorkshire and will be published by South Yorkshire's Mayor, with contributions from Sheffield City Council.

Long-term transport funding security

Delivering on all of these plans will require further transport funding from central Government, beyond the commitments the Government has already made – such as in the Government's recent announcement of 'Network North' to replace High Speed 2.

In the years ahead, we will therefore continue to work with South Yorkshire's Mayor to make the case to the Government (of whatever political colour) for a fair deal for Sheffield and for South Yorkshire more widely.

Through our Transport Vision and the Mayor's transport plans for South Yorkshire, our aim is to secure a long-term transport funding settlement from Government which gives us the certainty we need to deliver the transport network our city deserves.

 Rail Strategy	<p>We will work with South Yorkshire's Mayor to define a new long-term plan for South Yorkshire's rail network. This Rail Strategy is currently under development and is expected to be complete by early 2024.</p>
 Tram Vision	<p>We will work with South Yorkshire's Mayor to set out our long-term vision for the Supertram network, which is returning to public ownership and direct Mayoral control in March 2024. This Tram Vision is currently under development and is expected to be complete by summer 2024.</p>
 Bus Service Improvement Plan	<p>South Yorkshire's Mayor is currently assessing the option of franchising South Yorkshire's bus network. Under franchising, control over bus services would transfer from private operators to the Mayor. We will work with the Mayor to complete the assessment of franchising and to develop a new plan to improve bus services across the region.</p>
 Active Travel Implementation Plan	<p>We are currently developing a new plan for walking, wheeling and cycling, which will define our long-term network vision beyond the corridor projects we are already planning on delivering. We expect to start public consultation on the Plan in early 2024.</p>
 Road Safety Plan	<p>We are currently finalising our Road Safety Plan for adoption in early 2024.</p>
 Electric Vehicle Strategy	<p>We will work with South Yorkshire's Mayor to plan the further expansion of our electric vehicle charging infrastructure.</p>
 Future Technology and Mobility Plan	<p>This year we will publish more details on our plans to bring new forms of transport to Sheffield, including e-bike hire, car clubs and mobility hubs.</p>
 Network and Parking Plan	<p>We will define a new integrated approach to the management of our road network, in line with our new Local Plan, with more detailed plans for managing kerbside activity and a refreshed parking policy and investment programme. This will also include more detailed plans for long-term investments, such as the Sheffield City Region Innovation Corridor project.</p>

Working with our partners

Working together to achieve our vision

Sheffield City Council can't deliver this vision on its own. As well as working with communities from across Sheffield, businesses, voluntary organisations and transport operators, we will need to work closely with a range of public sector partners to achieve our ambitions for transport.

The South Yorkshire Mayoral Combined Authority and the South Yorkshire Mayor will be a critical partner in delivering our aspirations for buses and Supertram - particularly if these are both under local control in future.

Many trips are made across administrative boundaries, so we will continue to work with neighbouring authorities in South Yorkshire and beyond to deliver cross-boundary transport improvements.

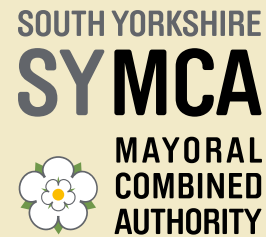
To secure improvements to our motorway and rail networks, we will need to work closely with National Highways and Network Rail who are the agencies responsible for these national networks.

The Department for Transport will continue to be an important partner for us, as they set national transport policy and provide much of the funding we will need.



Sheffield City Council

This document is Sheffield City Council's vision for transport in Sheffield. The Council has responsibilities for journeys across the city, and looks after Sheffield's network of roads and streets.



South Yorkshire Mayoral Combined Authority

The South Yorkshire Mayoral Combined Authority is led by the South Yorkshire Mayor and includes the four local authorities of Sheffield, Rotherham, Barnsley and Doncaster.

The Combined Authority is responsible for public transport journeys in South Yorkshire. It also develops proposals for walking, wheeling and cycling with the four local authorities, and sets the overall long-term plan for transport in South Yorkshire.



National Highways

National Highways is a national government agency which operates, maintains and improves motorways in England, as well as some major A roads (such as the A616 and A628 between Sheffield and Manchester).



Network Rail

Network Rail is a national government agency which owns and manages the rail network.



Department for Transport

The Department for Transport sets national transport policy in England, and provides funding for transport projects to Sheffield City Council and the South Yorkshire Mayoral Combined Authority.

How you can get involved

As we have set out in this Vision, transport in and around the city is something that directly affects every Sheffield resident. Together, we can work to deliver the safe, reliable, and low-carbon transport network that our city deserves.

What can you do?

We often find it hard to make changes to our travel habits, but even individual small changes can make a big difference if more of us do it. Consider having a car free day, walking to the shops or to school, or taking the bus into town. Or talk to your local community about how you could try out travelling differently together. If you're a business, you could think about how you could help your staff to get to work without needing a car.

For more ideas and information, visit the [travel and transport pages on Sheffield City Council's website](#).

We want to hear from you

We want to make it easier for you, your family or your business to travel around more safely and sustainably. We will continue to work closely with all of you as we deliver our priority infrastructure projects and develop more detailed plans for the long term. All consultations, and information on current schemes and policies, can be found on the [Connecting Sheffield website](#).

As well as consultations on individual plans and projects, we have regular [transport forums](#), including our Walking Forum, Cycling Forum, and Transport 4 All, which advises on how to improve access to transport services for disabled people and move towards equal access.

To find out more about how to get involved, to receive regular email updates, or to join the conversation, please head to the [Connecting Sheffield website](#).



Photo by Benjamin Elliott on Unsplash





PART A - Initial Impact Assessment

Proposal Name: Sheffield Transport Vision

EIA ID: 2627

EIA Author: Gemma Carl

Proposal Outline: The Sheffield Transport Vision is being developed to clearly communicate the transport ambitions and priorities for the city, aligning the ambitions of the adopted Sheffield Transport Strategy, 2019-2035 (EIA ref 257) with the city's strategic objectives, including those set out in more recent strategies and plans, such as the Decarbonisation Strategy Route Maps (EIA ref 2089), and the submitted Sheffield Plan (EIA ref 2257). Each of these documents has undergone their own Equality Impact Assessment. The Sheffield Transport Strategy EIA 257 is a full impact assessment, and is attached for reference.

Proposal Type: Non-Budget

Year Of Proposal: 23/24

Lead Director for proposal: William Stewart

Service Area: Investment, Climate Change and Planning

EIA Start Date: 27/02/2024

Lead Equality Objective: Leading the city in celebrating and promoting inclusion

Equality Lead Officer: Ed Sexton

Decision Type

Committees:

Policy Committees

- Transport, Regeneration & Climate

Portfolio

Primary Portfolio:

City Futures

EIA is cross portfolio:

No

EIA is joint with another organisation:

No

Overview of Impact

Overview Summery:

The Sheffield Transport Vision is a high level document which reflects and aligns the transport priorities and actions set out in the Sheffield Transport Strategy 2019, along with those in more recently adopted plans including the Decarbonisation Strategy Routemaps and the submitted Local Plan. A comprehensive Equality Impact Assessment was undertaken for the adopted Sheffield Transport Strategy (2019), and this still stands now. The Strategy and the EIA (ref 257) are attached. The assessment established a widespread impact particularly around age, disability, health, poverty, race, sex, and sexual orientation. The implications have been fully considered and the impacts of the Strategy were found to be positive in equality terms. One of the aims of the Transport Strategy is to facilitate improved access and opportunities for everyone, particularly those most disadvantaged. By providing interventions that reduce barriers, transport will play a key role in providing better access to jobs, training, education, health care and leisure activities for all. The Strategy recognises the need to work with people with protected characteristics and other disadvantaged people and their representatives to ensure that transport proposals advance equality. As an overarching document, the new Transport Vision

overlays and builds upon the actions and priorities as set out in the Transport Strategy (2019). In relation to equality impacts the Vision does not change this fundamental approach. Therefore the issues identified in the Transport Strategy EIA are also directly applicable to the Vision. The focus on delivery which is set out in the Vision will help to ensure that the objectives are achieved.

Impacted characteristics:

- Age
- Disability
- Health
- Poverty & Financial Inclusion
- Race
- Sex
- Sexual Orientation
- Gender Reassignment
- Religion/Belief

Consultation and other engagement

Cumulative Impact

Does the proposal have a cumulative impact:

No

Impact areas:

Initial Sign-Off

Full impact assessment required:

No

Review Date:

27/02/2024

Action Plan & Supporting Evidence

Outline of action plan:

Action plan evidence:

Changes made as a result of action plan:

Mitigation

Significant risk after mitigation measures:

Outline of impact and risks:

Review Date

Review Date:

27/02/2024